

RACING NOTES.



THE START FOR THE MANCHESTER CUP.

LEAVING further discussion as to the respective merits of Louvois and Craganour until next week, when, if present arrangements—present as applied to the time of writing—hold good, we shall know the result of their meeting in the Newmarket Stakes, and suspending judgment in regard to Shogun until we know whether Wootton has been able to get him safely through his preparation for the big race, we might as well devote some attention to the recent running of two or three colts any one of whom "may" have to be taken into consideration when we come to our final summing up of the evidence for and against the respective chances of the runners for the Derby. There is, for instance, Great Sport, winner of the Whitsuntide Plate at Hurst Park on Whit-Monday. He beat Sanquhar, from whom he was in receipt of 12lb., by two lengths, and that after having been more than once hampered in running, but for which—I may be wrong—my impression was that he would have won with nearly equal ease at even weights. Supposing him to be capable of doing so, what sort of chance does he possess for the Derby? Well, I hardly know. Louvois and Craganour beat Sanquhar easily—Meeting House intervening—in the Two Thousand Guineas; but I thought at the time that Sanquhar and Fairy King might both have been closer up at the finish had they not raced each other to a standstill earlier in the race. Be that as it may, a colt two lengths better than Sanquhar would have been a very good third—close up—in the Two Thousand Guineas, and would therefore have to be seriously considered in connection with both Louvois and Craganour. Time and again I have had reason to allude to the soundness of the opinion expressed by Mr. C. R. Richards in the Unofficial Handicaps, and I see that he now so far endorses my view of the running in the Whitsuntide Plate as to rank Great Sport as the equal of Sanquhar—at a mile. That is to say that he does not think quite so highly of Colonel Hall Walker's colt as I do. Looking further into the handicap, he put Craganour 4lb. better than Louvois, it is here evident that Mr. Richards is doubtful as to the truth of the running in the Two Thousand Guineas—and Louvois 6lb. only in front of Sanquhar and Great Sport. Very probably Mr. Richards has correctly gauged the situation as between these four colts—at a mile. Even so, Great Sport would have an outside chance for

the Derby, and if, as I think, he stays on, a very good chance indeed of, at all events, running into a place. If, that is, of course, there was any truth in the running in the Two Thousand Guineas—concerning which I am myself still doubtful—for supposing Louvois and Craganour to be really good colts, how did such an animal as Meeting House come to finish within two lengths of them? Only, I think, on the supposition—already mentioned—that Sanquhar and Fairy King had run each other to a standstill. Shogun, by the way, was close up with Fairy King, but I am leaving him on one side for the present; and to finish with Great Sport, it seems to me that even, according to Mr. Richards' calculations, he looks very like running into a place for the Derby; and that, if my notion that he would have beaten Sanquhar at even weights by a length or more over a mile is correct, also my assumption that he can stay, then he has quite a respectable winning chance. But I can offer no present proof whatever that my opinion is of more value than a "guess." Great Sport, I might add, is by Gallinule 19 out of Gondolette 6, by Loved One (1) (sire of Doris, dam of Sunstar), out of Dongola by Doncaster (5), out of Dourance, by Rosicrucian (5). Before discussing—for the present—the running in the Whitsuntide Plate, I might mention Lord Cadogan's colt, Curragh—unplaced in that race. He is a well-bred and, if I mistake not, an improving colt by Spearmint (1), out of Currajong (4), by St. Frusquin 22, out of Hellas by Amphion 12, out of Blavatsky, by Isonomy 19. The colt is trained by Alec Taylor and is, by the way, engaged in the Derby.

Now what about Aldegond and his running in the Hurst Park Yearling Plate? The betting on this race was rather curious,

for it showed that, as far as market transactions were concerned, there was no difference at all between Roseworthy, Light Brigade and Aldegond—all quoted at 4 to 1. What happened at the start I could not see, but the first thing I did notice was that Light Brigade—on the rails—seemed to have got his opponents fairly settled. Then from somewhere or other—I had not noticed him at all—Aldegond suddenly appeared on the scene, and that to such purpose that he finished within half a length of the winner, Light Brigade. Here, again, I am in doubt as to the value of the former, and in order to get at it satisfactorily it should have been noted that the distance of the



W. A. Rouch.

DARK QUEEN, A TWO YEAR OLD AND WINNER OF SEVERAL RACES.

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race had been at least a mile instead of six furlongs. It was, indeed, quite an unsatisfactory race. Some good judges think that Light Brigade would have won by a great deal more than half a length; others thought that for some reason or other Whalley, who rode Aldegond, was by no means on good terms with his mount. All I can say is that after the race I talked it over with two trainers of long standing. One of them, in reply to my query as to what he thought of it, said, "Bless my soul, there was only one horse in it—Light Brigade." The other had this to say, "Lord Derby's colt had a bit in hand at the finish, but he was precious lucky to win all the same. Aldegond would have beaten him if he'd got off." Now, what are we to make of it? Here are two experts—real experts, mind you—who, carefully watching the race, came to a totally different conclusion as to how it was won. The best way to look at it perhaps will be to simply take it as showing that Aldegond is well, and that for a colt undergoing a regular course of training for the Derby he ran well in a six-furlong race. Epsomites there are at all events who stick to it that, come what may, Aldegond will always beat Shogun. I should like to hear what Wootton has to say to that. One thing does seem clear, that Aldegond is keeping his condition better than Roseworthy, for after running really well—he made quite a gallant attempt to give 21lb. to Hippeastrum in the Easter Stakes early in the spring—he seems to have gone all to pieces, much, I may add, as I thought he would do. I do not know that we are, after all, much further advanced in our search for something to "beat the cracks" in the Derby; but, as far as the present discussion may serve, it seems to me to point to Great Sport as a "possible" outsider for the race, but Mr. C. R. Richards only puts him 2lb. in front of Aldegond!

At one time or another Mr. Leopold de Rothschild has, I think, won pretty nearly every one of the great races—I am not sure about the Oaks, and have not, unfortunately, any book of reference at hand; but I do not think he had ever won the Manchester Cup until Friday last, when, making amends for two successive disappointments—in the City and Suburban and the Chester Cup—Lorenzo won it for him, and that in decisive style. A good many years ago—it was in 1857, Blink Bonny's year—there ran for the Derby a colt named Black Tommy; the starting price was 200 to 1, and he was owned by a Mr. Drinkald. Mr. Drinkald was not, by all accounts, a gentleman who wore his heart upon his sleeve, nor did he confide in anyone his opinion that Black Tommy would win the Derby. He did, however, get a bet of 10,000 to 20 from one bookmaker, 10,000 to 150 from another member of the Ring, and 20,000 to a new suit of clothes and a hat from another—a nice bet that! The finish for the race was a close one, Blink Bonny only beating the outsider by a neck, and from where Mr. Drinkald stood he thought Black Tommy had actually won. "Thank God!" said Mr. Drinkald. "Thank God! Two hundred to one, and no one but myself has got so much as shilling of it!" Nor had he, for the matter of that. Now, when one of Mr. Leopold de Rothschild's horses wins, especially if the starting price is a good one, the first thing—about the first thing—Mr. Leopold asks is: "Did they back it?"—"they" being the public, for to him his greatest pleasure in winning a race is to know that friends, acquaintances and "they" have shared in his success. There is more than that, for when "they" cheered Lorenzo, winner of the Manchester Cup, "they" knew—none better—that they were cheering colours which, winning or losing, have always been carried with honour; and even in these hard business days the Public (with a capital P, please) count a man's honour dearer than his gold. So should we all do, but we do not! More's the pity.

By way of stud news, I hear—I have not seen the foal myself—that His Majesty's brood mare, Ecila, has a first-rate colt foal by

Sunstar, and I hear, too, that Mr. J. Buchanan's Palmy Days has a beautiful colt foal by Desmond. Of this foal I have great hopes, for, apart from the fact that as a general rule "St. Simon on Musket" is a sound principle in breeding, the "Musket" in this case comes in through such a sound, sturdy strain of blood as that of Trenton, sire of Palmy Days. Then, too, there is a colt foal at the Cobham Stud of whom much may be expected. He is by Great Scot 11 out of Royal Blue 10, and bred in the hope of bringing another Blair Athol into being. There he is, a white-legged chestnut with a great blaze face as Blair Athol's sign manual. Colonel Hall Walker, too, has, I believe, been laying himself out to breed another Blair Athol, and has so far succeeded that when I go, as I hope to do shortly, to pay another visit to the famous Tully Stud I shall see a yearling Blair Athol in the paddocks. Neither of these colts may realise the expectations of their breeders—that we must admit—but whatever scoffers may say, it is my firm conviction that by scientific breeding we may "call up spirits from the vasty deep," and, thus believing, I await with certainly an open mind for proof that either Colonel Hall Walker or Mr. W. Allison has succeeded in summoning up Blair Athol. They may both have failed in their attempt to reproduce the individual, but I have strongly in mind that both have succeeded in resuscitating the strain of blood from which Blair Athol came. Even if they have failed, I think that it is possible to do so. TRENTON.

LAW AND THE LAND.

THAT badly-drafted measure, the Ground Game Act, 1880, has always been a source of difficulty, not the least perplexing section being that which provides that no person who has a right of killing ground game under the Act or otherwise shall do so by the use of firearms at night or by setting spring traps, except in rabbit holes, or by the employment of poison. There has been a lot of controversy as to what persons came within the prohibition of the Act. In "Smith v. Hunt" it was decided, some twenty years ago, that an owner who occupied his own land did not, and in 1910 a sporting tenant who rented the sporting rights from the landlord was declared to be exempt. Now, in "Leeworthy v. Rers," the Court of King's Bench has held that the section does not apply to a purchaser from an occupying owner of the rabbits found on a farm, who had set traps in the open in order to net the rabbits he had purchased. The truth seems to be that the prohibition only applies to occupiers who get the right to take ground game under the Act, and to members of their families who are duly authorised by them, in writing, under Section 2 of the Act, to take the game. Owner-occupiers, persons authorised by them and, apparently, strangers and trespassers, may, so far as the Ground Game Act is concerned, shoot, trap or poison as they like.



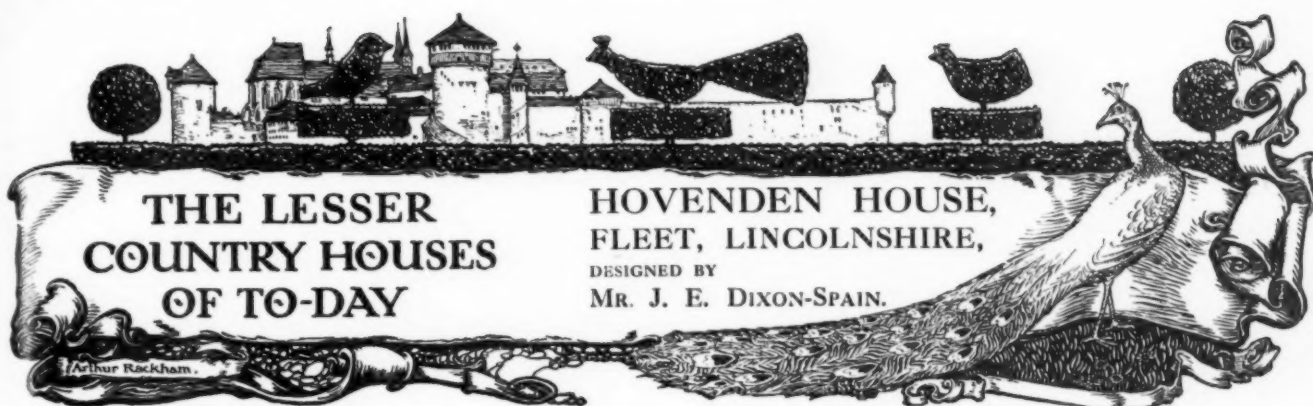
W. A. Rouch.

AMBASSADOR, ONE OF THE BEST TWO YEAR OLDS OUT.

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The recent case of "Howe v. Botwood" involved an interesting point in landlord and tenant law. Under his lease a tenant had covenanted to pay all rates, taxes, charges and outgoings imposed upon the premises, or upon the landlord or tenant in respect thereof, and the landlord had covenanted to keep the exterior of the house in repair. During the tenancy the outside drain became defective, and the local authority eventually compelled the landlord to repair and improve the drain, the improvements including such things as an inspection chamber and ventilation pipes. The landlord sought to make the tenant pay the expense of this improvement, which, he said, was an "outgoing," and not repair. The court was of opinion that the expense fell upon the landlord, as coming within his covenant to repair the exterior; since the repair of the drain necessarily involved the reconstruction or improvement works.

An interesting point on the conflicting claims of the trustees of a settlement and the tenant-for-life has been decided by Mr. Justice Eve. The tenant-for-life of a settled estate, in exercise of his powers under the Settled Land Act, had granted a lease for twenty-one years of a stone quarry on part of the estate. The lease contained a covenant by the lessees that when any part of the quarry should become useless by the exhaustion of the stone, the lessees would restore the surface and render it fit for agricultural purposes. On the determination of the lease the lessees paid to the tenant-for-life the sum of £416 by way of compensation or damages for the non-performance of this covenant, and the question arose whether the tenant-for-life was entitled to retain the money for his own use, or must hand it over to the trustees as capital. The learned judge held that the money was a casual profit and belonged to the tenant-for-life.



LINCOLNSHIRE can claim little by way of definite building tradition. Mr. Dixon-Spain was wise, therefore, to rely upon a type of design which is of an universal rather than a local sort. Nor can it be said that the site of Hovenden House has any especial

character which gave suggestion or help to the architect in the development of his design. All that can be said of it is that it is typical of the Lincolnshire fen country, and that its very flatness helps the house to broad views in all directions, and, best of all, to the wide waters of the Wash. Such a situation, open as it is, demanded a house that offers a large solidity to every wind that blows. It is one of the merits of Hovenden House that its exterior, of ripe red brickwork, with a porch of beautiful brown stone shot with blue, suggests the air of comfort which we find within. It would have gained in simplicity if the two-storey bays on the south-east front had been omitted, but at a loss to the amenities of the billiard and drawing rooms and of the two chief bedrooms.

Domestic architecture is essentially an affair of compromises, whether it be in the choice of a site, the plan of the

house, its external design, or the materials of which it is built. It is for this reason that the critic must walk warily and cannot, moreover, do justice to any building without a first-hand knowledge of all the factors which influenced its making. The first scrap of architectural criticism which we find in that



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GARDEN FRONT FROM THE SOUTH.

"COUNTRY LIFE."

excellent storehouse, the Diary of Samuel Pepys, bears on this point. He and his patron, Sir Edward Montagu (afterwards Lord Sandwich), were ashore at Dover in 1660 on the business of Charles II.'s Restoration. "Among other things,

my Lord showed me a house that cost a great deal of money and is built in so barren and inconvenient a place that my Lord calls it the fool's house." This sounds very drastic, but it may have been a grave injustice to the builder. He may even have been a man, born out of due time, with a taste for a fine sea view. In those days folk had a horror of an exposed situation. They would often build in a confined valley, which we should think airless and unsuitable, rather than risk being blown upon by the south wind, which they regarded as positively pestilential. To-day a man who lays out his house with a disregard of south aspects is thought something of a crank. Some of the mutilation of old houses has resulted from the attempt of later generations to correct the mistakes of the old builders in this respect.



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THE ENTRANCE FRONT.

"COUNTRY LIFE."



PART OF NORTH-EAST FRONT.

difficult to see how this could have been avoided, however, and the two larders are rightly placed facing north-east. The staircase is well placed so that two of the upstairs corridors, which have plaster vaulting, serve as galleries to it. A good feature of the house is the generous lighting of the attic floor by big dormer windows, which thus enable effective use to



FIRST FLOOR CORRIDOR.

corridor five feet wide, which is useful as a play-space in bad weather. By this full employment of all the available content of the building its cost was kept down to less than ninepence a cubic foot, which is low for a house so well equipped at all points. Attention may be drawn to the accompanying picture of a good kitchen dresser with flanking cupboards, and to the pleasant design of a typical fireplace. In one or two unexpected corners little plaster reliefs are to be found, such as a "St. George and Dragon." This seems about as far as sculpture can come to the aid of the architect within the

In its placing on the site Hovenden House follows approved rules. The entrance front faces north-east, and the chief reception and bed rooms have south-east and south-west aspects. There is little doubt that this is far better than having the main axis of the building due north and south. The kitchen is hardly so well managed, as it is lighted only from the south-west, which makes it rather hot. It is

difficult to see how this could have been avoided, however, and the two larders are rightly placed facing north-east. The staircase is well placed so that two of the upstairs corridors, which have plaster vaulting, serve as galleries to it. A good feature of the house is the generous lighting of the attic floor by big dormer windows, which thus enable effective use to be made of the roof space. The plan of this floor is omitted for lack of room; it includes not only a servants' wing with three bedrooms and a bathroom cut off by a swing door, but three children's bedrooms with a well lighted

small country house of modest dimensions, save in the modelling of plaster ceilings and in the carving of a newel-post here or a capital there. Architecture can be wholly independent of the sister arts, and, indeed, fails when she becomes subservient to them. John D. Sedding was right in pointing out the architectural poverty of buildings such as the Sistine Chapel and St. Maria degli Angeli at Lugano, which were designed round painting and sculpture. He put the case well when he said, "The architect can frame a structure which shall be full of intellect and evocative power without the aid of sculptor or painter." That is not a plea for neglecting the aid of the sister arts when it can rightly be employed to enrich a building, but it is helpful in emphasising the fact that applied decorations are a luxury and not a necessity in architectural design.



PLANS.



Copyright. A FIREPLACE. "C.L."

neglecting the aid of the sister arts when it can rightly be employed to enrich a building, but it is helpful in emphasising the fact that applied decorations are a luxury and not a necessity in architectural design.

W



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THE KITCHEN DRESSER.

"COUNTRY LIFE"

POLO NOTES.

HURLINGHAM AND THE COUNTY POLO ASSOCIATION.

THE negotiations for a stronger and more independent governing body for the game of polo has advanced a step since I wrote last week. Hurlingham answered the County Polo Association's deputation and offered certain concessions—to rescind the rule which at present obliges every member of the Polo Committee to be a member of Hurlingham and to increase the representation of the County Polo Association on the Polo Committee. So far, the reply was a satisfactory one; but the remainder of the document was occupied with an entirely superfluous argument which, summed up briefly, amounts to this: That the changes suggested by the County Polo Association are unnecessary, and that, even if they were desirable, Hurlingham has no power to effect them, which, of course, gives the whole case away. It is the obvious weakness of Hurlingham which has led to the desire for a Polo Association. The chief sting of the answer of the Hurlingham Club, however, lies in a single word, which was, no doubt, deliberately used. The reply, which comes not, it must be recol-

REPLY OF THE COUNTY POLO ASSOCIATION.

The County Polo Association accepts the concessions, and suggests respectfully that the Hurlingham Committee will make

its Polo Committee independent, and this is the minimum which can be regarded as a satisfactory solution of the question. All that is asked is that the Hurlingham Club should improve and strengthen its own Polo Committee by giving to it complete freedom of action. The Association was wise not to enter into arguments with the example of the reply of the Hurlingham Club before them. This reply, with its confession of powerlessness to act and its abdication of all real control over the game, is the most powerful argument for a strong and capable governing body which has yet been put forward by either side. Most people would be quite content to see a representative Hurlingham committee governing the game if they were under no control by the "members" of the Hurlingham Club, the majority of whom are not polo players and are not even interested in the game. This is the weak point of the present system, and there will always be dissatisfaction until some change is effected in this direction.

COLONEL VAUGHAN'S PROPOSAL.

Colonel John Vaughan, a fine horseman and polo player, has suggested the introduction of a new principle into the polo handicap,

that of weight. This is interesting, because it gives the view of one of the finest judges of the game on the value of weight at polo, besides being a practical improvement in the handicap. Colonel Vaughan considers that the heavy man playing on a fast ground and on light-weight ponies is worth one point less to his side than he is on English grounds, while the light man on our heavy ground and riding big-striding English ponies, loses one point in value by the change. No doubt Colonel Vaughan had in his mind the difference between English and Indian polo. An old polo player and Cavalryman told me only last week that with the racing ponies now in use in India he thought polo was faster there than in England. He was, further, of opinion that the Indian ball, ground and pony all favoured the light-weight. This was the reason, he went on to say, why some of the Indian polo players were at first reluctant to acquiesce in the abolition of off-side, considering that this would be a further disadvantage, besides those which existed already, to the heavy men. We know, of course, that in England the disadvantage of off-side to the heavy men has not been so pronounced, for the experience of the International matches

has shown us the desirability of having heavy men and hard hitters as forwards in the team, and that light-weights do well at back. Sharpness on the ball in front of goal is, perhaps, more valuable than hard hitting. Yet even in English polo the light-weights are at a certain disadvantage, and Major Vaughan's proposal is that they should be handicapped at one point less than in India or the Colonies by the County Polo Association. The County Polo Association forwarded Colonel Vaughan's suggestion to the Hurlingham Polo Committee and to the Army Polo Committee, and requested the latter to strengthen then the County Polo Handicap Committee by three additional



THE WINNING TEAM IN THE "COUNTRY LIFE" TOURNAMENT (PUNJAB AND N. W. FRONTIER), 1913.

KING'S DRAGOON GUARDS.

MAJOR BELL-SMYTH.
(Substitute.)

L. H. HAWKINS.

H. M. FLEMING.

H. SPROTT.

H. S. HATFIELD.

representatives of Army polo. There the matter remains, but having played the game in both countries, I am in favour of Colonel Vaughan's resolution. It will be an advantage to those players who return home, and more particularly to the men about the middle of the handicap, who have naturally a greater difficulty in finding their true form on English grounds than the men near the top of the scale.

X.

THE "COUNTRY LIFE" TOURNAMENT, INDIA.

The tournament for the Coronation Cup, presented by COUNTRY LIFE, to be played for by any clubs in the Punjab or North West Frontier Province, was brought to a conclusion at the end of March at Lahore. The tournament is an open handicap one, and secured an excellent entry of twenty-one teams, all of which competed. The preliminary rounds were played off at the various stations, there being five rounds altogether, the semi-finals and final being played at Lahore. A feature of the tournament has been the excellent way in which the handicap system has worked out, most of the games being very close. The winning team won their last three matches by the odd goal, in two of them an extra chukkur

having to be played. The teams left in for the semi-finals were the Subalterns King's Dragoon Guards and the 21st Cavalry, and the 1st Lancers and the Corps of Guides. The first of these produced an excellent game, the King's Dragoon Guards winning after extra time by 5 goals to 4. They had to give their opponents three goals, and at half-time were four goals down. This was partly due to the fact that Hawkins had been knocked out in the first chukkur, receiving a nasty wound on the head, which prevented his playing any more in the tournament. This was disappointing and hard luck for the team, as they had already played four matches and also won the Subalterns' Tournament at Meerut the week before. However, Hawkins' place was taken by Major Bell-Smyth, who also played in the final. The other game was also a very good one, and resulted in a victory for the Corps of Guides, who had come down from Mardan on the Frontier. The final, between the King's Dragoon Guards and the Corps of Guides, provided an excellent game, the King's Dragoon Guards eventually winning by 3 goals to 2, and thus becoming the first holders of the challenge trophy. The first year of the tournament has been a great success, and, owing to the fact that the early ties are played at their own stations, many players have had an opportunity of taking part in a tournament which they would not otherwise have had. It also serves the excellent purpose of encouraging young players, as owing to the handicap they can compete on more or less even terms with the older hands. If it was only on this account the proprietors of COUNTRY LIFE may well congratulate themselves, and deserve the thanks of

all polo players, young and old, for their generosity in presenting the three sets of "salts," which provide tournaments for Northern, Central and Southern India, and give more players an opportunity of competing in them than any other tournaments in India. D.

THE BRITISH POLO TEAM IN AMERICA.

From an interesting dispatch of the special correspondent of the *Times* sent to accompany the British players in America, we learn that the British ponies arrived in first-rate condition—an effective testimony to the care bestowed upon them in the Minneapolis. They had a rough passage, but do not seem to have suffered from it in any way. The centre grounds at Piping Rock have been allotted to the practice of the British team. The correspondent seems to be very much struck with the fastness of the American turf, and this induces him to think that it was wise to pit a team of Indian-trained players against the Americans. On Monday they played a light trial match with a scratch team, and won it easily, scoring 21 goals to none in a game of eight periods. From the correspondent's account it would appear that all is going well with our representatives, although, of course, it would not be wise to draw a too confident deduction from the data available at this very early moment. But a great deal has been gained by the transportation of the ponies in such excellent condition. The players too, appear to be as fit as possible, and it may with certainty be concluded that, whether they lose or win, they will acquit themselves well and do honour to this country. A.

KENNEL NOTES.

RICKETS.

FORTUNATELY rickets is less common than several diseases, though serious enough when met with. From remarks one hears it is evident that a wrong diagnosis is frequent, many people ascribing the ordinary crookedness of leg seen in puppies of the heavier breeds to this condition, being apparently unaware that the mischief extends far beyond the limbs. In fact, the bones throughout the system seem to be affected, becoming soft and pliant, probably from a deficiency of lime salts. The bones of the legs may become so soft that the afflicted animal no longer stands on his feet, but on the back of the legs; the bones of the head become changed in shape, and swellings usually appear on the ribs. The upper bones of the front legs generally bend inwards, and altogether, in extreme cases, the animal presents a woebegone appearance which cannot well be mistaken for anything else. Crookedness of the front legs in puppies of the larger breeds is quite another matter, here the trouble usually being confined to the pasterns, which turn outwards. The upper bone of the fore-legs may also be slightly bent, and the hocks, instead of being parallel, will approach one another. Of course, what we all like to see is bone of a good quality, carried well down to the feet, but in some strains the metacarpal bones are noticeably longer than in others, and when this is so more than usual care is necessary if we are to get true fronts. This, however, is not rickets, a variety of causes contributing to bring about an undesirable result. Possibly the bone may not be as hard as one could wish, but in all probability over-weighting the immature body, insufficient exercise, or too much of it, pushed to the point of exhaustion, are responsible.

CAUSES AND CURES.

In most instances a rickety condition is brought about by improper feeding, housing in a damp kennel, deprivation of fresh air and exercise, injudicious feeding of the dam before whelping, and so on, and there is not much doubt that it may be transmitted. The disease is by no means confined to dogs. We may meet with it in the young of wild carnivora raised in captivity, pigs, lambs and kids, but it does not seem to have been observed in wild animals bred under natural conditions. As a rule, too, it does not appear among sucklings unless the dam has received food notably deficient in lime. According to Wedemeyer, with the exception of the sow, a bitch's milk is much richer in lime and phosphoric acid than other animals, and it is important to bear this in mind when weaning time arrives. Thus, the milk of a bitch contains 3.01gm. of lime and 4.11gm. of phosphoric acid per litre, against the 1.7gm. and 1.8gm. of that of the cow, and 1.9gm. and 3gm. of the goat. For this reason there should be good sense in the plan followed by many of reinforcing the cow's milk at weaning with precipitated phosphate of lime. This is particularly desirable where inbreeding has been practised to any extent. Another operative factor, perhaps too

abstruse for ordinary calculations, may be found in the chemical composition of food not in itself deficient in lime. An excess of potassium salts may render the lime salts practically insoluble, by means of which they fail to be absorbed into the system. A similar result may be produced by imperfect digestion.

The obvious treatment indicated is an open-air existence on a dry soil, feeding largely on meat and giving bones to be gnawed, and adding precipitated phosphate of lime to the food. When breeding bloodhounds, I cannot say that I never got crooked fronts, for this would not be true; but I never had a case of rickets, and the crookedness almost invariably occurred in those who had severe attacks of distemper at about the ninth month. At this critical period, just as the youngsters should be getting well up on their feet with plenty of exercise on hard roads, confinement to hospital for six weeks or so may spell disaster. Apart from allowing the in-whelp bitch plenty of meat from the beginning, she would have a level teaspoonful of precipitated phosphate of lime once a day in her food, and after the fifth week this quantity would be given twice daily, and continued while she was nursing. When the puppies were about six weeks old, they, too, had the lime, in the proportion of a level teaspoonful to four, once daily, the amount being increased by degrees until each was receiving half a teaspoonful. This was invariably done, my belief being that prevention was much better than cure. Of course, I do not say it is useless waiting for signs of leg weakness, but it is undesirable, and I am firmly of opinion that better bone is produced if this plan is followed.

I have less faith in bone-meal, not being satisfied that it is readily assimilated into the system. There seems to be no doubt, however, of the immense value of bones, if merely regarded as aids to digestion, the action of the salivary glands being considerably stimulated by the process of gnawing. Most authorities are agreed that large bones are helpful in the prevention or after-treatment of rickets. Mechanical aids may also be taken into consideration, either in dealing with rickets or mere deformities. Splints, if properly applied, may be distinctly useful, and I have also heard massage and the manipulation of the limbs recommended. Dr. Osburne has done this beneficially in the case of Great Dane puppies, which one imagines cannot be any too easy to rear straight and sound owing to their weight. I have heard people argue that such methods of feeding and manipulation are contrary to nature, to which I always rejoin that dogs, being bred under more or less artificial conditions, cannot be considered on all fours with wild animals. Apart from that, man, by selective breeding and aiming at the production of great size, is consciously endeavouring to improve upon the work of the universal Mother. Nature makes a mess of things sometimes when left alone.

A. CROXTON SMITH

REVIEW OF THE CHELSEA FLOWER SHOW.

THE great spring show of the Royal Horticultural Society, which opened at the Chelsea Hospital grounds on Tuesday last, is undoubtedly the best and most extensive that the society has ever held, and second only in importance to the great International display that was held at the same place in May of last year. Hitherto this show of the society has been held in the gardens of the Inner Temple, but the increasing number of exhibits rendered it necessary to secure greater space. Queen Alexandra, accompanied by Princess Victoria, visited the exhibition during Tuesday morning, and spent a considerable time inspecting the many beautiful gardens and flowers.

It was a happy idea to group the formal gardens and the rock gardens together in the open and amid natural surroundings. Considerable interest was taken in both sections, and it would seem that formal gardens are, under certain conditions, regaining some, at least, of their erstwhile popularity. In the central gangway Messrs. Wallace and Co. had a very charming example of an old English garden, with a garden house, the pillars and walls of which were well rendered in flat, bedded stone. The roof, on which house-leeks were appropriately arranged, was of old Horscombe stone tiling and underneath the house, and forming a delightful feature in front, was a pool of silvery water. The sunk garden, with its semi-circular steps and dry retaining walls, added a decided charm to this effective group. On the opposite side of the gangway the same firm had a bold, natural-looking rock garden formed of mountain limestone, and it was pleasing to note that care had been taken to arrange the stone on its natural bed. Messrs. J. Carter and Co. also arranged an Old English garden, with paved upper terrace planted with Old English flowers and tree pæonies. From this the visitors descended old stone steps to the lower garden, with its paved pathway and lily pools, the whole being enclosed in a dry retaining wall planted with saxifrages and other suitable plants.

Of rock gardens there were many types, and it was interesting to note the different kinds of stone used. Undoubtedly the best effect was obtained by using old weathered limestone, the stratification of which was very fine indeed. Messrs. Pulham and Sons' garden was arranged in their usual bold and rugged style, the tumbling cascades of water and small lily pool adding not a little to the general effect. Mr. J. Wood's arrangement of beautiful stratified limestone also called for special mention.

In the large tent, with its numerous spans but rather narrow gangways, all that is best in cut flowers and pot plants were gathered together. The orchids were really wonderful, and considerable interest was taken in some remarkably fine plants of *Miltonias* that were included in the magnificent display staged by Lieutenant-Colonel Sir George Holford. The white-flowered variety, appropriately named *Snowflake*, was the finest of its kind ever seen. Sir Jeremiah Colman's splendid group contained some wonderful examples of *Odontiodas* and *Odontoglossums*, and *Odontiodas* and *Miltonias* were also very conspicuous in the group shown by Messrs. Sander and Sons and Messrs. Charlesworth and Co.

Roses were a great feature, and well demonstrated the great advance that has been made in growing the Queen of Flowers in pots. The rambler varieties in particular appealed strongly to visitors, such sorts as *Hiawatha*, *Excelsa* and the pink *Dorothy Perkins* forming floral festoons of great beauty. The most popular Rose in the show was undoubtedly *Mme. Edouard Herriot*, which

last year, at the great International Show secured the prize offered for the best seedling rose. Its flaming rich apricot scarlet colour is indescribable.

The interest taken in the magnificent exhibits of Darwin and May-flowering Tulips would lead one to think that at last the merits of these beautiful and useful flowers are being properly realised. Coming after the daffodils, and before the bulk of the herbaceous perennials, these tulips fulfil a useful mission in the garden and also in the house when cut. The colours obtainable in them are wonderful, and the magnificent bank arranged by Mr. Hugh Dickson should induce many to plant bulbs next season.

Herbaceous flowers proper were not numerous, but Messrs. Kelway and Sons had some of their beautiful and stately *Delphiniums*, faced with pyrethrums and pæonies of many shades.

Several of the big seed firms, notably Messrs. Sutton, Carter and Webb, made a speciality of greenhouse flowers grown from seeds. Messrs. Sutton's display in the centre of the tent was composed entirely of plants grown in this way, and included beautiful *Clarkias*, *Primulas*, *Begonias*, stocks and *Calceolarias*. Exhibits such as these should prove instructive, as few are aware that such beautiful flowers can be easily and cheaply grown from seeds. Tuberous *Begonias* were remarkably well shown by one or two firms, those from Blackmore and Langdon being particularly good.

Sweet peas were well in evidence. A few years ago it

was considered a wonderful achievement to grow and flower sweet peas in time for the Temple Show, but with improved methods of cultivation under glass, flowers are now available at this season equal to good outdoor grown examples. There was nothing strikingly new among these flowers, but then the older sorts are so beautiful that it is difficult to see in what direction improvement could be effected. Carnations, which have become exceedingly popular during recent years, were very

extensively shown, and the beautiful soft rose shades appeared to be most appreciated. Forced shrubs were well represented by splendid examples of *wistarias*, of which there were several new colours; *lilacs*, *azaleas* and *clematises*, but lack of space forbids detailed mention of these.

Fruit, naturally, at so early a date, was not very plentiful, but Messrs. Laxton had an interesting group of *Strawberries*, Messrs. Rivers had trees in pots, and also some good examples of oranges and lemons, and the pot trees from the King's Acre Nursery were also well worthy of mention. The collection of apples and pears grown last year, and shown by Messrs. Bunyard and Co., were interesting, inasmuch as they demonstrated that it is possible, under suitable conditions, to keep these fruits much longer than is generally supposed. Vegetables also were not very conspicuous, but mention must be made of the magnificent group shown by the Hon. Vicary Gibbs. This comprised a great many kinds, such as peas, beans, young carrots, *Kohl rabi*, aubergines and tomatoes, the whole being very beautifully arranged.

A great many new plants were shown, and a number received first-class certificates or awards of merit. The most interesting of all was undoubtedly the beautiful little *meconopsis Delavayi*, from the Edinburgh Botanic Gardens. This is a native of Northern China, and is a dainty plant some six inches high, with flowers of imperial purple hue. Each has slightly twisted petals and a prominent central boss of yellow stamens. *Styrax Wilsonii*, shown by Miss Willmott, is a new hardy-flowering shrub that will be a great acquisition to the garden when obtainable in quantity. F. W. H.



PART OF THE OLD ENGLISH GARDEN SHOWN BY MESSRS. CARTER.

OUR DISTANT EMPIRE.

TRAINING EMIGRANTS FOR QUEENSLAND.

COMPARATIVELY few people are aware of the great pains taken by the Church Army to train boys for Australia. The farm at which the work is carried on is at Hempstead Hall in Essex. But there is a process of elimination before that stage is reached. The object is to put the boys through such a course of training as will get rid of the inefficient or unsuitable and leave only those who will be desirable immigrants for Australia. The system has been in existence since 1910, and now works very well indeed. The class of boy to be dealt with is either that which gets out of employment altogether or drifts into what are called blind alleys; that is to say, they have been errand or odd boys of one kind and another who earned a moderately good wage for their years till they grew up to be sixteen or seventeen, and then found their advance blocked. Obviously, however, it would be no good turn to the Colonies to net all the boys who are in this position and send them out indiscriminately. The first problem, then, is that of selection. It is accomplished in this way. Great care is primarily exercised in choosing applicants, and after they have been selected they are first sent to the establishment of the Church Army at Willesden. Here they are subjected to training and discipline. They are put through exercises and taught gardening, carpentry, bootmaking



LEARNING TO RIDE WITHOUT STIRRUPS.

and repairing, and kindred crafts. All the while they are under observation, so that the authorities at the end of a probationary period are able to see which of them are suitable for the Colonial farm at Hempstead. The age at which they go there is from sixteen to twenty-one years of age and their training is not for any shorter period than three months. Perhaps that errs, if at all, on the side of being too brief a preparation. It is certain that in thirteen weeks an accomplished all-round farm servant cannot be made. The time is long enough, however, to introduce them to the various tasks which they will have to perform. For instance, they begin by receiving a certain amount of elementary instruction in regard to milking and taking care of cows, but as soon as they show themselves proficient they have to take entire charge of a cow for two or three days. It is impracticable to give a longer spell, because during the short preparatory session they have a great many subjects to deal with. Very great attention, for example, has to be paid to horses.

On the great Queensland farms it is absolutely necessary that the colonist should be able to ride, drive and harness horses. Here there is a wide field for them, and several of our photographs show the boys in the act of being taught the management of horses. One, it will be noticed, is being taught to ride without stirrups, others are learning how to harness the horse to a farm waggon.



HARNESSING THE COLT.



GETTING READY THE CUTTER.



FENCING.



BUILDING OUTHouses.



EXPLAINING THE CONSTRUCTION OF THE PLOUGH.

It should be added that the making and repairing of agricultural implements and tools is a very important part of their training. They have also to know something about the work of the blacksmith's shop, as the colonist, to succeed, must above all else be a handy man. The more things he can turn to, the more he will be valued. Ploughing and hedging, reaping and harvesting, stacking and threshing he may not be adept at, but in a few months he can

have been introduced to them, and in that case the practical education is continued and completed in the Colonies. The importance of poultry is very well understood. For long the keeping of chickens and the production of eggs were arts neglected in all the Colonies; but now there is quite a Canadian school of poultry-keeping and

Queensland is following close on the heels of the Dominion. It has been found by experience that the all-round man is best for a new country. He should be able to look round and take into account the new circumstances in which he is placed, so that he may proceed not according to some fixed idea which he has brought from the old country, but along the line of least resistance in the new. Perhaps the greatest advantage of having a boy through the course at Hempstead is that it supplies an opportunity of discovering



THE PLOUGH AT WORK.

whether he has or has not the material out of which an efficient colonist may be made. If he has the right stuff in him, the practical knowledge can be picked up subsequently. But in practice it is found that while the majority of boys are very fond of an outdoor life and take to farm work as willingly as a duck takes to water, there are others to whom it is distasteful. The latter are carefully weeded out. Needless to say, they are not abandoned in any way;

but steps are taken to provide them with tasks more suitable to their disposition. Another advantage of the system is that the three months of probation provide a searching test of character. The boys are well aware that success or failure depends upon their own efforts. They are not allowed to be idle or lazy on the farm. They have either

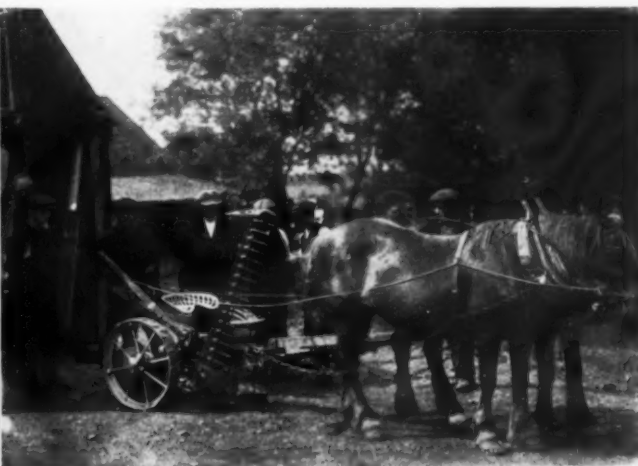
to work or to go. They cannot complain of dullness, because the tasks assigned to them are so varied, and while care is taken not to overwork them in any way, they are at the same time kept brisk and busy. Nor are they debarred from recreation. On the contrary, they are encouraged in every way to fill their leisure with harmless sport and pastime. Outdoor they have cricket in summer and football in winter. They have also open-air Swedish drill and an inside gymnasium. They are encouraged



HOEING.



LESSONS IN HORSE-BREAKING.



EXPLAINING THE CUTTER.

during the winter nights to play billiards, draughts and other games, and a good and entertaining library has been provided. It will thus be seen that new and very wholesome influences are brought to bear on those who would otherwise drift into the ranks of the loafer and the unemployable. There is no surer way of curing bad habits and forming good than by keeping the lads at brisk and active work during proper hours and encouraging them to play their games energetically and vivaciously when they have the leisure. After their time of training and trial is over they are not lost sight of. The expense of sending them out to Queensland on nominated passages is met for the greater part by the Church Army; but each emigrant has to contribute the sum of two pounds towards the expense himself. This is most usually found by the friends or guardians of the boys, though it sometimes happens that the youth is himself able to produce the requisite funds. On going over to Queensland he is met at the port of landing by a Colonial agent of the Church Army. Neither the Government nor anyone else guarantees a situation; but as the demand for boys is extremely keen, no difficulty whatever is found in placing them. Thus the youth is started on a career that has every promise of being one of profit to himself and usefulness to others. The system has been in operation only a short time, but as far as they have gone, the results have been entirely satisfactory. It would not be reasonable to expect that every young man so started should prove a success, but the failures have been most astonishingly small, and the great numbers of letters received from Australia go to show that the system invented and carried out by the Church Army results in discovering exactly what is the best kind of lad to make a colonist of and in giving him as good a preparation as is possible.

FARMING IN EQUATORIAL AFRICA.

FARMING in British East Africa is making favourable progress and opening a wide field for the man who, possessing some capital of his own, is anxious to invest it in something that will give him a fair return, besides giving him a good prospect of future increase. To the healthy young man of enterprise and capability the life presents a good opening. A very large sum is not necessary to start with, and for one who is prepared to live a simple life at first, the Colony offers a fair chance of success, and many men are turning their steps thither and finding it a far freer and more interesting life than they were ever led to expect. The Government has during the last ten years been opening up by degrees large districts, which are very rapidly developing into profitable farms. The "Uasin Gishu" plateau has sprung into a flourishing centre during the last five years, and the Londiani allotment, which is a healthy and beautiful part of the Naudi country, was opened up during the last twelve months, and the writer lately spent several months on a farm in this district, where the progress of developing land in a new country was demonstrated in a very interesting fashion. The district in question is nearer the railway than the "Uasin Gishu" by some fifty or sixty miles, and it runs through part of the land. The Government are making a new road from the railway, through this country, to the "Uasin Gishu," which will benefit greatly the dwellers in the district, as a means of transport is the greatest benefit any Government can bestow upon settlers, as the difficulties of getting supplies and transmitting produce are very great in a new country. The farms are large, the one the writer stayed on being as much as five thousand acres, and it was considered one of the best in the district, for it presented a fine field for cultivation in the flatter parts, while the hills were covered with rich grass suitable for grazing, and promised well for stock-farming and cattle-breeding.

The pioneer, as a rule, first builds grass huts for himself and the native servants—and these are the best protection from the sun—until the tin or stone house can be erected, as a well-built grass hut is wonderfully cool, and the difference in temperature inside to the glaring heat outside is something to marvel at. Tents are very hot, though wonderfully comfortable on Safari. On many East African farms the grass house or cottage is the only one built so far, and is often on quite a large scale, running to several rooms; but if funds will allow, a small tin house, lined with wood, should be erected as soon as possible, as during the rains, which begin in March or April and are very heavy, the advantage of possessing one is undeniable, especially to the young Englishman lately arrived. His compeer, the South African settler, has been trained to Colonial life from early age, and can do many things that one trained in a different mode of life may not risk at first with impunity. During the night the temperature falls very considerably,

and as all the best farming districts are at the altitudes of from four thousand to seven thousand feet, the fact of living in an equatorial country need not be a drawback, provided due precautions as to clothing and sun-hats are taken. Native labour is employed and is fairly cheap, but, like elsewhere, a trifle uncertain; but white men are breaking up the ground with a plough, which is pulled by oxen, and when the ground is stony mishaps may occur. The writer witnessed the breaking up of many acres of virgin soil and old native shambas (plantations) by means of natives using the jembs (or native hoes), and perhaps this means is the more efficacious at first, as the ground is more thoroughly cleaned and can be more easily ploughed later.

Coffee-planting was in process on the farm, and the young plants had been raised in nursery beds near the river during the dry season with great success, and were transplanted to the shamba when the rains began, and developed rapidly into strong, healthy plants. The soil in this district is splendid and should make a rival to that near Nairobi, which has proved so valuable to the coffee-planter during the recent four years. Coffee plants begin to bear about the end of two years, so there is not such a lengthy wait for results, and it can be fairly expected that coffee-growing will flourish largely during the coming years in this equatorial country. This district is a well-watered one, and thus irrigation in the dry season is an easier matter than in some places where water is scarce. Mealies were grown very successfully on this land. Cattle were doing well, as there was sufficient grass during the dry season, and it abounds, of course, in the rainy one—but a country that can keep grass all the year round is bound to be a good one for cattle. The milk from the native cows is small in quantity but very rich, and butter-making was carried on successfully. It must be done in the early morning hours, and the writer found very little difference to the work of making it in England during the summer months, as the fall of temperature during the night is great, and the butter is firm and workable and of a good quality. The neighbouring district of Lumbwa has a good working dairy, and excellent butter is made near Nairobi. Stock-breeding and dairy-farming are proving profitable. The price of native cattle has risen considerably during the last few years. Goats and sheep should be kept as well. At these higher altitudes tsetse-fly and rinderpest are not prevalent, as on the plains, but the precautions taken by the Government to prevent the spread of disease are strictly enforced by the stock inspectors in their districts, and this has improved the outlook very much, on the whole. The ponies taken up improved much in this district, and fattened considerably on the good feed. Leopards infest this district, but strong bornas are erected and the cattle placed in them at night, and during the day, too, they are always in charge of the native herdman and dogs; a good supply of the latter is of immense value to the farmer, and should be of a large, smooth-coated breed, on account of the grass ticks. Chickens can be kept, but the depredations of hawks are trying when the grass is short; when it is long it protects them from these birds, who are always more prevalent during the dry time. Native settlers were encouraged to come and live on this farm, as it is a help in developing to have a few families; but they must make an agreement to protect the owner's interests. They build huts and are allowed land, which they break up and cultivate, growing grain for their own food supplies, and thus assisting in bringing the large acreage into cultivation; but they must be settled at a reasonable distance from the owner's dwellings. The sons of the families were employed as cattle-herds, and soon the best began to show ability in the planting-out of coffee trees. These are under quite different agreements to the ordinary gang of native porters, or workers, engaged on the farm, under a headman, as these are often imported from other districts. Stores must be laid in at the start, for a good supply is necessary. The vegetable garden must also be laid out as soon as possible. These grow very well; potatoes, tomatoes and lettuces are ready after a few weeks, and are of splendid quality and size. Beans, peas and onions and other kinds of things are all easy to grow, and these add greatly to the value of the commissariat, for plenty of good plain food is necessary to keep in good health. At first, the larder depends solely on the gun for meat, and the buck and antelope, guinea-fowl and partridges are all excellent eating. Later on, when fencing is up, sheep can be kept for eating, as well as goats. The white men living in the high altitudes present a very healthy appearance invariably; the fine air and outdoor life are the best inducements to keeping in a fit condition, and this is no country for a loafer. A young man coming out would be well advised to go as a boarder to a farm for a few months, to learn "the ropes," preliminary to starting one for himself, if he has not previously lived in any Colony, and some knowledge of the native language could also be acquired in that time. Often a man with too little capital can get a post of white helper on a farm, if he has some knowledge of the working details.

H. A. C. B.

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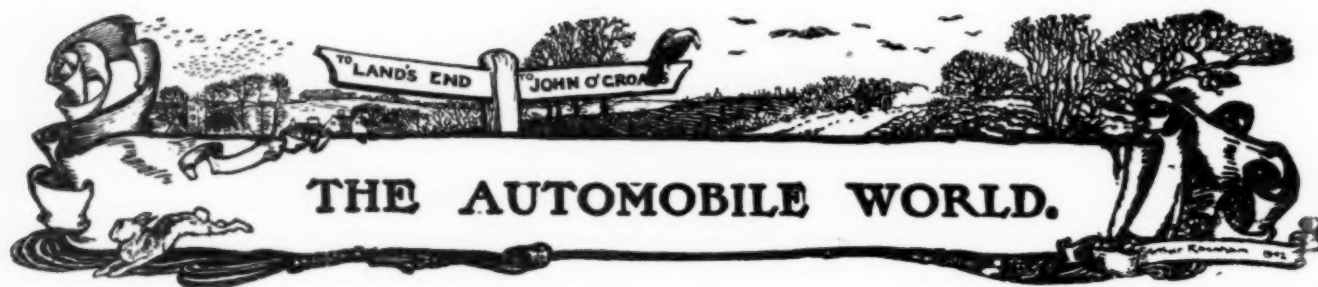
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RANDOM COMMENT.

THERE is no better time of the year for motoring than the present, when the country is looking its freshest and greenest and the hedges have not yet acquired their coating of summer dust. Thousands of motorists seemed to have made up their minds to do a tour at Whitsuntide, whatever the weather might be, and, so far as the West Country is concerned, I have never seen more traffic on the main roads nor more crowded hotels at the popular stopping-places. To sit for a few hours outside some big hostelry in any of the country towns in the West and watch the arrivals and departures afforded the best possible illustration of the change which the motor has made in the habits of a large section of the population. The station bus and fly do little business nowadays, and nine-tenths of the visitors come by road on a motor of some sort or another. In the evening there is a steady stream of arrivals and much unstrapping of luggage and unloading of various impedimenta. In the morning the process is reversed, as the motorist on tour seldom stops more than a night or two at one place.

What struck me particularly at Whitsuntide was the large proportion of owners who tour without a chauffeur, and how little attempt is made to cater for their requirements so far as the housing and care of their cars are concerned. At the end of a long day's run the average motorist's chief desire is to change his clothes and have dinner,

and it is annoying, to say the least, to waste time in searching for a good garage which, as often as not, is five or ten minutes' walk from the hotel. There are few garages, moreover, which seem to realise the existence of the owner-driver, and are prepared to relieve him of as much trouble as possible. To get a car washed and polished is often an impossibility, and even where a man is available for the job, it is often wiser to decline his services if one has any regard for the coachwork. Many big hotels are beginning to realise the advantage of a good garage close to their doors. If they were to go a step further and study the special requirements of the motorist without a servant, I believe they would benefit greatly in increased custom.

The ideal garage for the owner-driver on tour is not difficult to imagine. It should be clean, tidy, well lighted, spacious, and, above all, centrally situated. The services offered should include washing and polishing by attendants who can be relied upon to do the work conscientiously and skilfully. Most owner-drivers prefer to attend to the lubrication of their cars themselves, as well as to carry out any small adjustments which the previous day's run may have shown to be necessary, but are only too ready to pay a reasonable charge for such rough work as cleaning and tire-pumping. The motorist on tour, as a rule, has little time to spare, and wants to get off soon after breakfast, so that the garage men would have to be up betimes to get the cars of casual customers



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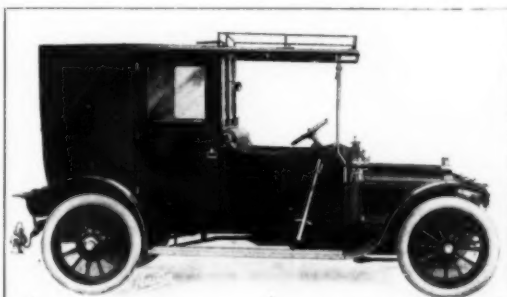
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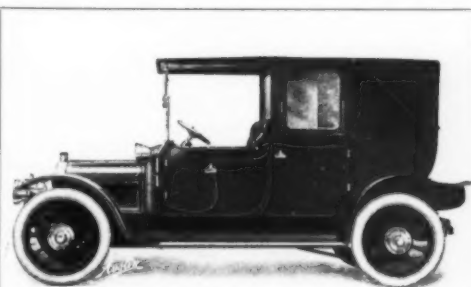
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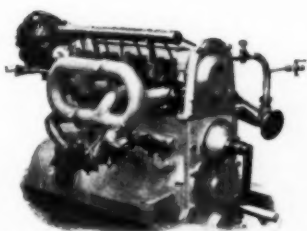
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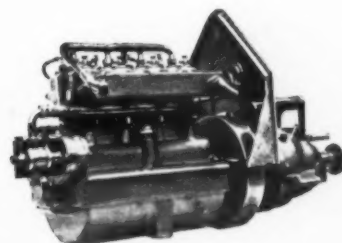
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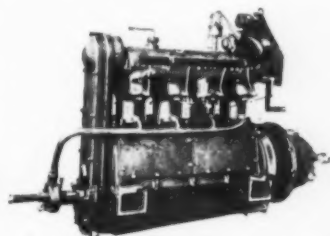
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ready for an early start; but I fancy that a well-ordered establishment of the sort in a town of any size would be patronised by many local owners of small cars, which could be attended to at a later hour, and thus provide employment for the staff throughout the day. Provincial garages have improved enormously during the past few years; but there are still far too many towns where the idea persists that any dirty, ill-lighted shed is good enough to house a car costing perhaps a thousand pounds or more.

During the past two or three weeks it has been my good fortune to drive many hundreds of miles in a part of the country where the police trap is practically unknown, and I must confess that the freedom from the ever-present fear that any hedgerow may conceal a representative of the law on the look-out to detect a breach of it adds enormously to the peace and pleasure of motoring. Within a radius of about thirty or forty miles from London, and in certain parts of the country where the police are notorious for their misguided zeal in attempting to enforce the twenty-mile limit regardless of the real requirements of public safety, one's attention is instinctively divided between the traffic and possible police traps. The result makes neither for careful driving nor for one's peace of mind, and it is a distinct relief to be able to forget the police and devote one's attention to the road.

I doubt if the public suffer in the slightest degree by a tolerant attitude on the part of the police towards motorists. In a fortnight I witnessed very few cases of reckless driving—certainly fewer than could be seen in an hour on a Saturday or Sunday on the Portsmouth Road, hardly a yard of which, as far as Hindhead, has not been the scene of a police trap at some time or another in the last few years. The average motorist nowadays suits his pace fairly reasonably to the state of the traffic and the nature of the road on which he is travelling, and no police traps, however assiduously they may be set, will ever secure obedience to a hard-and-fast limit which common-sense shows to be unnecessary, and which is habitually disregarded by everyone, from Cabinet Ministers downwards. At the same time, few motorists will deny that it is pleasanter to drive outside the trap area than within it.

C.E.L.E.R.

SHORT SUMMER TOURS.

II.—THE MEUSE, THE MOSEL AND THE RHINE.

(Continued).

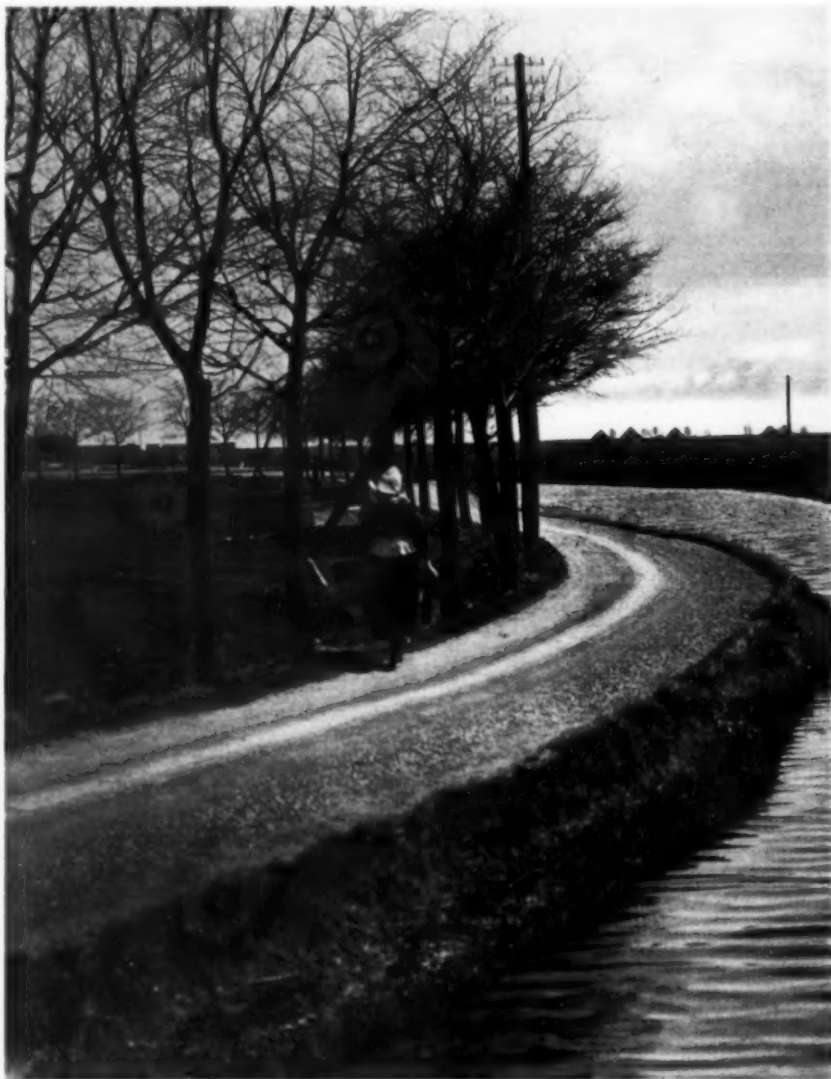
THE stop for tea at Nijmegen caused our entry into Arnheim to be made at a most attractive hour, as the lights were twinkling out and casting long reflections into the canals as we emerged from the avenues of tall, dark trees. The clustering masts of barges cut sharply into the sunset sky, and the beautiful chimes of the cathedral welcomed us into what seemed to be a veritable enchanted land. Arnheim proved equally charming by day, with its lovely old church and

market-place, its busy waterways and tranquil backwaters running through public gardens, its quaintly-garbed inhabitants and their strange tongue. The latter, when displayed in notices and shop-signs, in its humorous suggestion of other languages misspelt, often recalled Artemus Ward! To those who suppose Holland to be perfectly flat and treeless the drive on to Utrecht and Amsterdam is a revelation, for the road—an excellent brick pavé, by the way, smooth, though narrow—leads through undulating country, over moorland and through beech woods. The avenues of fine trees give place here and there to the lovely gardens of some villa or large country house, its flaming flower-beds and shady lawns fully exposed to the road. The desire for privacy, which in our own country selfishly guards the beauties of our gardens from the eyes of wayfarers, does not seem to exist in Holland, for everywhere fences, walls, or hedges are conspicuous by their absence, to the benefit of the passer-by. Simple and plain architecture is the rule, its exception the elaborate and beautiful church

towers, most of them with a fine "carillon" of bells, the best of those we heard being in Utrecht.

Between Utrecht and Amsterdam we passed through much grazing country, and noted one unusual sight—a herd of cattle in coats! Amsterdam itself, though possessing interesting picture galleries and museums, is not a place to stay in, as the hotels are extremely dear, the smells from the stagnant canals decidedly unpleasant, and the streets noisy and crowded—in fact, driving a motor-car through them is a feat which one is not anxious to repeat. The popular excursion to the island of Marken should certainly not be missed, but the steamer should be joined at Monnickendam by car, thus avoiding the tedious part of the trip through the canals. Between Amsterdam and Haarlem the road is straight and ugly and the surface worn. Just outside Haarlem, a fascinating old town, is the quiet, clean and comfortable Hotel Rozen, prettily

situated, and reasonable in its charges—which latter is, for Holland, rather a surprising thing! Between Haarlem and The Hague (or "s Gravenhage," as it figures on Dutch signposts) the road runs through the bulb-growing district, which was not interesting when we passed, but must be glorious in spring and early summer. Near the capital, fine beech woods are encountered, and The Hague is surrounded with a miniature Bois de Boulogne, in which gay little *cafés* are found. We turned off our road to see the great Katwyck dykes, where the Rhine is loosed into the sea daily for five or six hours at low tide. The Hague is a bright, clean, modern town, its chief beauty being the Binnenhof, its old brown walls rising sheer out of the Vijver Canal. The principal hotel is a luxurious establishment, whose prices are prohibitive for the ordinary tourist; but a mile or so out of the town, charmingly placed in the woods on the road to the famous seaside resort of Scheveningen, is the delightful Hotel Wittebrug. It is almost unknown to the American and English traveller, and therefore is reasonable and unspoilt.



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"Consistent Quality"
in
**Continental
Tyres**

THE DAIMLER CO.'S APPRECIATION.

Bristol,
April 23rd, 1913.

*Messrs. The Continental Tyre and
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I have been struck during the past season with the consistent quality of the Continental Tyres that I have been using on two cars. The extraordinary results that one hears of people getting from individual tyres of different makes leave me quite unimpressed in considering the tyre question. The important thing, in my opinion, is to watch whether one gets consistent results from a series of tyres of the same make, and this has been a very marked feature with the "Continentials" I have been using.

I wanted also to express my appreciation of the unfailing courtesy and fair treatment that we get from your local agent.

Yours sincerely,

(Signed) For the DAIMLER CO., LTD.

(Philip Young,
Bristol Manager).



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for List.

Try "Continental" Tennis
Balls of Perfect Balance!

We drove to Rotterdam through Delft, one of the most picturesque of Dutch towns, with an old leaning tower, and clean canals from which the houses rise abruptly, giving quite a Venetian effect to the little place. Rotterdam is almost as large as Amsterdam and quite as noisy and crowded; and in trying to regain The Hague we lost our way hopelessly, until rescued by a Boy Scout, who offered his services in broken English and piloted us on his bicycle for over half-an-hour, till he had put us well on our road, then pedalled off, barely waiting for our thanks. Another run we took was to Leiden, the home of learning, thence to the Hook, to embark ourselves and the car. It was an eerie drive, at night, through what seemed interminable roads arched

Wiesbaden and Coblenz, 126; Coblenz to Godesberg, 36; Godesberg to Nijmegen and Arnheim, 131; Arnheim to Amsterdam, 71; Amsterdam to Haarlem, 15; Haarlem to The Hague, Delft, Rotterdam, and back to The Hague, 78; The Hague to Leiden, Scheveningen and the Hook, 59; Harwich to London, 75; total mileage, 1,159.

P. M. A.

A LUXURIOUS BODY.

WE illustrate herewith the interior of a saloon limousine body which has been constructed by Messrs. Mulliner of Long Acre to the order of Vauxhall Motors, Limited, for exhibition on their stand at the St. Petersburg Show. Even in these days of luxurious coachwork it is seldom that one comes across a car on which so much skill and thought have been lavished as on this handsome Vauxhall Mulliner combination. It will be noted that the front seat is entirely enclosed, but the heavy appearance so often associated with this type of body is entirely absent. The V-shaped wind screen is divided vertically at the centre, an arrangement which enables the driver to open his half in wet weather without depriving the front-seat passenger of protection. The windows at the sides of the front seats are also constructed on a novel system, being divided vertically so as to enable the rear half to be slid forward when the driver wishes to signal with his arm to traffic at the rear. In order to obtain a symmetrical appearance the three side windows of the body have been

made of equal dimensions, but it was found that the fitting of a partition of the ordinary character at the rear of the front seat and in line with the division between the first and second of the side windows would have unduly cramped the driver. In order to overcome this difficulty Messrs. Mulliner have fitted a pair of sliding windows set out in the segment of a circle. By this means the back of the driving seat is thrown back a distance of three inches, and as the windows are made to a true circle, they slide smoothly and easily



A MULLINER MASTERPIECE.

Two interior views of a saloon limousine recently completed by the Long Acre firm.

with trees, silvery sand-dunes stretching away seawards, while searchlights played at intervals across the sky. A fine, calm crossing and a pleasant run in the early morning from Harwich to London made a satisfactory finish to an enjoyable tour. The mileage of our runs was as follows: From home to Folkestone, 88; Boulogne to Givet, 237; Givet back to Fumay and on to Dinant, 28; Dinant to Hans and Luxembourg, 90; Luxembourg to Trier, 35; Trier to Coblenz, 90; Coblenz to Mainz,

"The Honour of the Road."



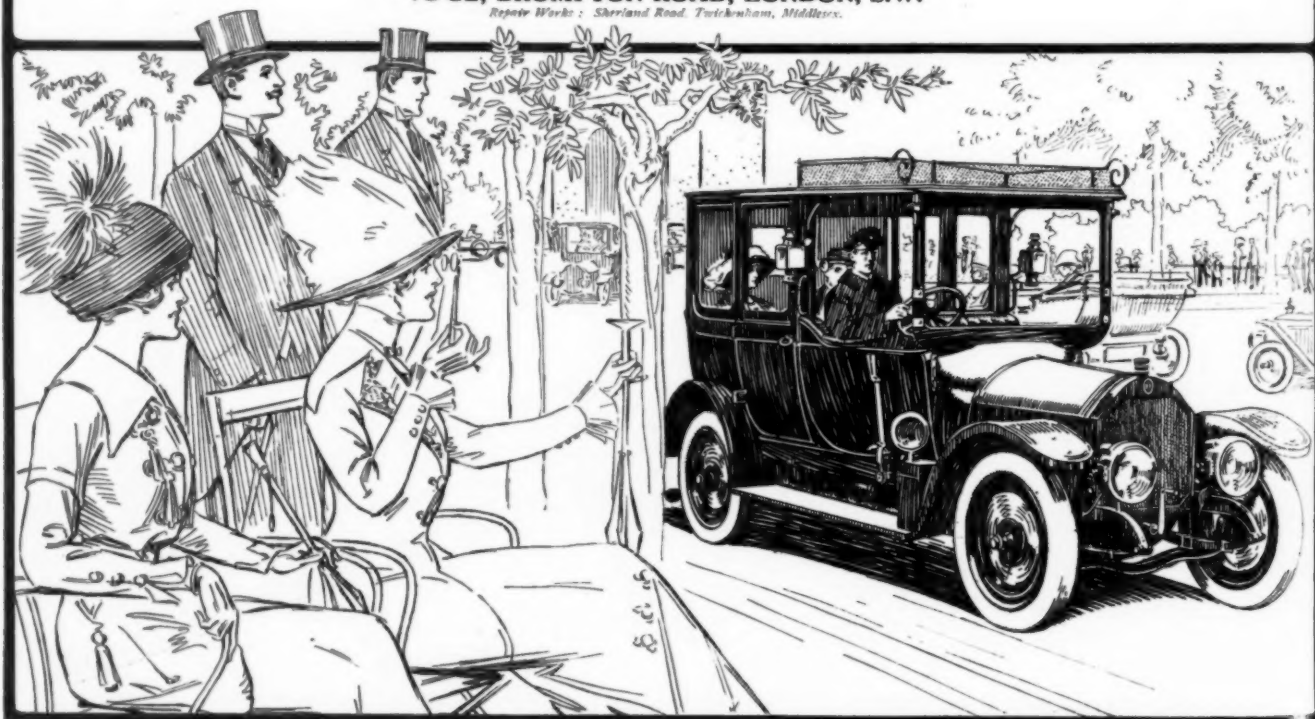
Judge a Benz by its behaviour—on the level, at the hills, in traffic, at the garage. Benz Cars have no tricks, only accomplishments—they need no coaxing. Running swift, steering light, sleek and keen, the Benz has "The Honour of the Road." Benz Cars are the triumphant culmination of 28 years' engineering experience and to-day are acknowledged to be the most efficient cars in the world.

Write or call and arrange for Trial Run.

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past one another. These windows, like all the others in the car, are frameless, and work in velvet-lined channels, which afford absolute silence in use. The driving seat is divided in the centre to form two bucket seats, and advantage is taken of the space between the two to provide a convenient cupboard opening on to the interior of the car. The lower part of the cupboard contains a speedometer and clock, the faces of which are visible through the door. The upper part holds two thermos flasks and tumblers. The top of the cupboard, which forms a small platform between the two driving seats, is utilised for carrying the trumpet receiver of the electric telephone from the interior of the car. On either side of the central cupboard will be noticed two leather-covered handles, which are used for drawing out into position the two emergency seats, which when not in use are hidden completely beneath the driving seats. The originality noticeable in the points already mentioned is to be found in nearly every part of the body-work, and the photographs of the interior make quite an interesting study. The painting of the car, from the waistline downwards, is in ivory white picked out and fine-lined in a new tone of Saxe blue, the upper panels of the body being painted completely in the same colour. The metal fittings are in silver. Antique morocco is used for the interior upholstery, and the inside panelling is in grey wood.

IMPORTS OF AMERICAN CARS.

Some interesting facts were given recently in a contemporary concerning the number of complete American motor-cars imported into this country for the eight months ended February last. It appears that, as compared with the corresponding period twelve months earlier, there was a decrease in the number and the value of the cars reaching these shores from the United States of America of something like one-third. To be precise, the value of the American cars imported between July and March last showed a falling off of over 1,300,000dols. from the figure for the corresponding period a year before. The Americans themselves attribute this decrease to the antagonism of the British trade and public towards the American "invasion," but our contemporary suggests that,

while the position is, no doubt, to some extent influenced by a natural preference on the part of the British public for home-produced goods, the explanation is probably to be found in the advent of a number of small British-made cars which have been placed on the market since the beginning of last year at prices that compare very favourably with those of all but the cheapest American vehicles; and, even more, to the introduction of the cycle-car, for which there appears to be a great and ever-growing demand.



A BRITISH EXHIBIT AT ST. PETERSBURG.

The saloon limousine by Messrs. Mulliner.

It has been suggested that the decrease in the number and value of the complete cars exported to the United Kingdom from America is more than compensated for by the increase in the number of motor-car parts shipped from the United States and assembled in factories on this side; but, according to the statistics from which our contemporary obtained its information, the total increase for the period under review of motor-car parts exported to all

TOURING TALKS. No. 7.

How many motorists who travel comfortably and complacently in luxuriously appointed cars along the Holyhead road realise the difficulties which beset terrorised travellers on the same journey in the 17th and 18th centuries? This highway to Ireland was then a mere path cut in precipitous cliffs with, as Camden says, "rocks hanging over one above and the raging sea beneath." There was no choice of roads to Holyhead at that time, and the dread the existing one inspired amongst travellers to and from Ireland led to its width being increased to "nowhere less than four feet." Later, this was increased to seven feet, and a small wall twelve inches high protected (*sic*) travellers at the most dangerous parts.

Finally, a wall of four or five feet high was run up, the cost being defrayed by subscribers in Dublin. What a comparison—travel on the Holyhead road two hundred years ago and to-day! Of course, we have well laid roads to-day, but the luxurious motor travel must be traced directly to the introduction and development of the

DUNLOP

tyre which for a quarter of a century has maintained, and still maintains, in spite of fierce opposition, the premier position in the world of pneumatics. There are countless imitations of the Dunlop but Dunlop quality cannot be imitated.

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Complete Car
supplied
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"SALOON LIMOUSINE"

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Renovations,
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promptly
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12/18 h.p. 4 cyl. Poppet Valve Car, £375 (without equipment, £345)
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Mr. Tuck on the Record Breaking Humber Eleven.

Marvellous record breaking performances of the 11 h.p.

Humber

CAR

Brooklands Track, May 16th, 1913. Class B.

FLYING HALF MILE	81'56 miles per hour (Previous record 75'66 miles per hour).
FLYING KILOMETRE	81'52 miles per hour (Previous record 75'49 miles per hour).
FLYING MILE	80'79 miles per hour (Previous record 74'29 miles per hour).
10 LAPS standing start	76'45 miles per hour (Previous record 66'78 miles per hour.)

Write for Particulars and Catalogue to

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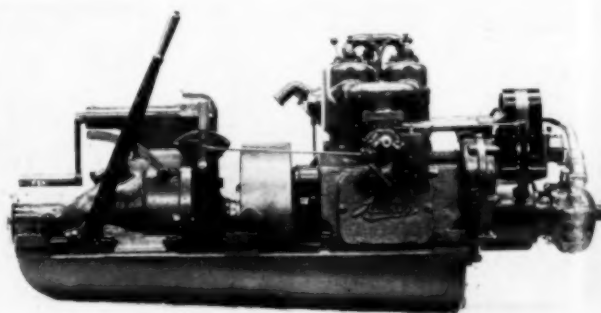
LONDON: 32, Holborn Viaduct, E.C. 60-64, Brompton Road, S.W.
SOUTHAMPTON 27, London Road

AGENTS IN ALL TOWNS.

countries, and not to the United Kingdom alone, shows a rise in value of only 550,000dols. If the whole of this increase were allocated to the trade between America and ourselves, we should still have some 700,000dols. to account for. There can be no doubt but that our own manufacturers have learned a number of useful lessons, so far as the production of inexpensive chassis is concerned, from their American rivals, and we can only hope that, as time goes on, the home industry will be in a position to meet the requirements of all their fellow countrymen on the look-out for really cheap but thoroughly sound light cars.

AN AUSTIN MARINE SET.

We illustrate herewith one of several installations for yachts' launches recently completed by the Austin Motor Company. The set in question is of the firm's 5 h.p. two-cylinder type, 3in. bore by 3½in. stroke, and running at 900 revolutions per minute. As will be seen, it is supplied mounted on the same base as the reverse gear and, as the latter also includes the thrust block, the set is entirely self-contained. The design has been made as simple as possible, so that the care and running of the mechanism may be within the capabilities of an intelligent yacht hand. The ignition is fixed and a governor is fitted to the throttle, so that no damage can result if the clutch is disengaged without cutting off the gas. This feature has the added advantage of reducing to a minimum the danger of stopping the engine when manœuvring the launch. Forced feed lubrication is fitted and the exhaust branch is water-jacketed, two refinements not frequently to be found in small marine motors.



AN AUSTIN 5 H.P. MARINE SET.

The set here illustrated is now installed in a 17ft. dinghy, to be carried in the davits of an 80ft. motor-yacht, designed by Linton Hope and built by Messrs. Rennie and Forrest, of Wivenhoe.

R.A.C. "GALA DAY" AT BROOKLANDS.

Both last year and in 1911 the R.A.C. and its associated clubs organised a highly-successful race meeting and glorified gymkhana on the Brooklands Track for the benefit of members and associates of the parent club. So much satisfaction was expressed by those who took part in, or attended as spectators, the meeting last summer that it was promptly decided to organise a similar "gala day" this year. Next Saturday, May 31st, has been selected as a suitable date, and the programme of events has now been published. The first item will consist of a hill-climb in which teams of four cars will represent each of the associated clubs taking part. Starting from a point about fifty yards from the foot of the famous Brooklands test hill, competitors will ascend the hill as swiftly as may be, the club whose team in the aggregate occupies the shortest time in making the climb being adjudged the winners. Last year this event, which is regarded as the most important item in the programme, was won by the Hampshire Automobile Club. There will also be a relay race for teams of two cars each, entered by associated clubs, the first drivers in the team being despatched together on one circuit of the track, and having, on the completion of the lap, to hand a badge to the second man of the team, who then drives away for the final circuit. The first man home in the second lap scores a win for his club. An innovation in this year's programme is the All-comers' Open Cycle-car Handicap, for which only machines coming within the Auto-Cycle Union's definition of a cycle-car are eligible to compete. These little vehicles have, during the past year, established themselves so firmly in the affections of those who wish to make a step upward from the motor-cycle and side-car, and so many of them are to be seen on the roads to-day, that the cycle-car handicap is almost bound to be a success. Other items on the programme include a motor-cycle inter-club team race for teams of three riders from each of the motor-cycling clubs affiliated to the Auto-Cycle Union, an all-comers' motor-car handicap, a skilful driving race and hill-climb and a blindfold driving competition. Weather permitting,

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Yours faithfully,

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CDC

a number of free aeroplane flight coupons will be distributed among those present at the meeting. The first event of the day will be started at 2 p.m.

HUMBER SUCCESSES AT BROOKLANDS.

The photograph of the 11 h.p. Humber car which we reproduce on this page is of special interest, since the car was successful on Friday of last week in materially improving upon four records in the Brooklands Capacity Class B. It will be remembered that these capacity classes were instituted by the Brooklands Automobile Racing Club in 1912, in order that there might be some encouragement offered on the track to manufacturers who wished to show



A RECORD-BREAKING 11 H.P. HUMBER.

the world of what their standard machines were capable. Before these classes were established, cars entered for record-breaking runs were grouped according to their rating by the R.A.C. formula; in other words, they were classified according to their cylinder bore. This method of grouping was, naturally, conducive to the building of special engines with exceptionally long stroke, and, although the standard classes for some years after they were introduced proved of great value in helping designers to produce very powerful motors of small cylinder bore, there eventually came a time at which it was considered that some additional classification on a basis of cubic capacity should be adopted. The records successfully attacked in Class B by the Humber on Friday last were those for the half-mile, kilometre and mile, all from a flying

start, and for the ten laps from a standing start. The flying half-mile was covered by the Humber at a speed of 81.56 m.p.h., the flying kilometre at 81.52 m.p.h., the flying mile at 80.79 m.p.h., and the ten laps at 76.45 m.p.h. The previous records for these four distances were respectively 75.66 m.p.h., 75.49 m.p.h., 74.29 m.p.h., and 66.78 m.p.h. It is interesting to note that the little Humber engine has the standard dimensions of the 11 h.p. model, the bore being 79m.m. and the stroke 130m.m. The frame is standard in every way, and was in no way specially lightened for the record-breaking run. We had an opportunity of inspecting this car at Brooklands two days after its successful outing, and

were much impressed with the neat appearance of the motor, with the skill displayed in the construction of the stream-line body, and with the remarkable absence of friction in the transmission system, as proved by the ease with which the car could be moved backwards and forwards by hand. We would remind our readers that this 11 h.p. Humber did remarkably well at the B.A.R.C. Race Meeting on Whit Monday, when it won the Seventy Miles Per Hour Short Handicap without the least difficulty, and was an excellent second in the Seventy Miles Per Hour Long Handicap, in which it was beaten only by a car of larger engine size to which it had conceded thirty seconds' start. It was at the end of this latter race that the Humber performed a sensational skid, brought about by the treacherously wet state of the track. As a matter

of fact, this skid, which fortunately had no bad results, would never have taken place had the Humber driver not been afraid of applying his brakes immediately after the finishing line had been crossed on account of the proximity of the third car home, which was just behind the little Humber. We understand from Humber, Limited, of Coventry, that early delivery of the 11 h.p. model can be given, the price of the chassis with a four-seated touring body, and completely equipped with hood and screen, horn, five lamps and spare wheel and tire, being £310.

MOTOR-CYCLE TOURIST TROPHY RACES.

The complete list of entries for the Motor-cycle Tourist Trophy Races, to be run off in the Isle of Man on June 4th and 6th, has now been published, and we find that 103 machines have been entered

Dunhill's TRUNKS FOR TOURS

Dunhill's Motor Trunks are specially shaped to fit odd corners of the car, and are finished to harmonise with the colour scheme of the vehicle. They are readily accessible, perfectly wind and dustproof, and very light and compact. By their use a large amount of storage room can be obtained, adding but a few pounds to the running weight of the car, and without marring its appearance.



No. B013. Made in 3-ply veneer, covered with best waterproof canvas painted to match car, or in best leather cloth, dustproof finish. The inner trunks may be taken out and used independently of the covering Box.

Stock size,			
Length.	Depth.	Bottom.	Top.
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If your car should not be provided with a grid at the back it is a simple matter to attach one without in any way disfiguring the car. The type shown is made collapsible so as to be invisible when not in use. It is very strongly made, quite easily fitted, and will expand to fit any size of car. Provided with number plate and rear lamp bracket.

The Collapsible.

No. 2556. Price with lamp bracket and number plate complete - - - £1 18 0

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12-14 h.p. SUNBEAM Cabriolet
(1 week).
14-16 h.p. MINERVA Coupe (4 weeks).
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Landaulette.
15-17 h.p. DARRACQ Single Landaulette.
15-17 h.p. NAPIER Three-quarter Coupe
(3 weeks).
15-17 h.p. NAPIER Cabriolet.
15-17 h.p. CROSSLEY Coupe (3 weeks).
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daulette.
15 h.p. METALLURGIQUE Coupe
(2 weeks).
16-20 h.p. SUNBEAM Cabriolet
(2 weeks).
20-21 h.p. RENAULT Three-quarter
Landaulette (2 weeks).
25 h.p. VAUXHALL Three-quarter
Landaulette (3 weeks).
40-50 h.p. ROLLS-ROYCE Limousine-
Landaulette (8 weeks).

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12 h.p. B.S.A. 2-Seater.
15 h.p. METALLURGIQUE
2-Seater.
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18-20 h.p. R.M.C. 2-Seater.
14 h.p. MINERVA 2-Seater.
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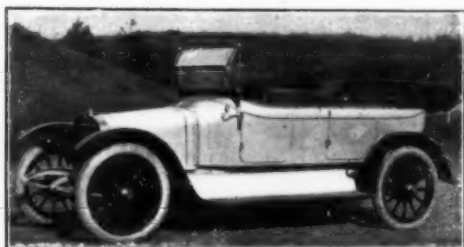
18-20 h.p. R.M.C. 4-Seater.
10-15 h.p. VULCAN 4-Seater.
11 h.p. RENAULT 4-Seater.
11 h.p. HUMBER 4-Seater.
12 h.p. ROVER 4-Seater.
12 h.p. B.S.A. 4-Seater.
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14 h.p. MINERVA 4-Seater.
15 h.p. PANHARD 4-Seater.
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11.9 h.p. ARROL-JOHNSTON
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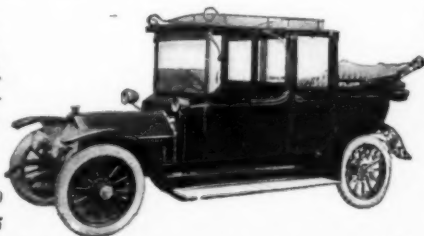
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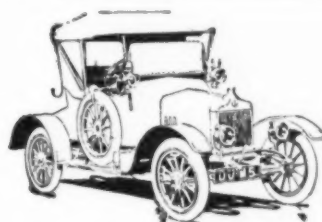
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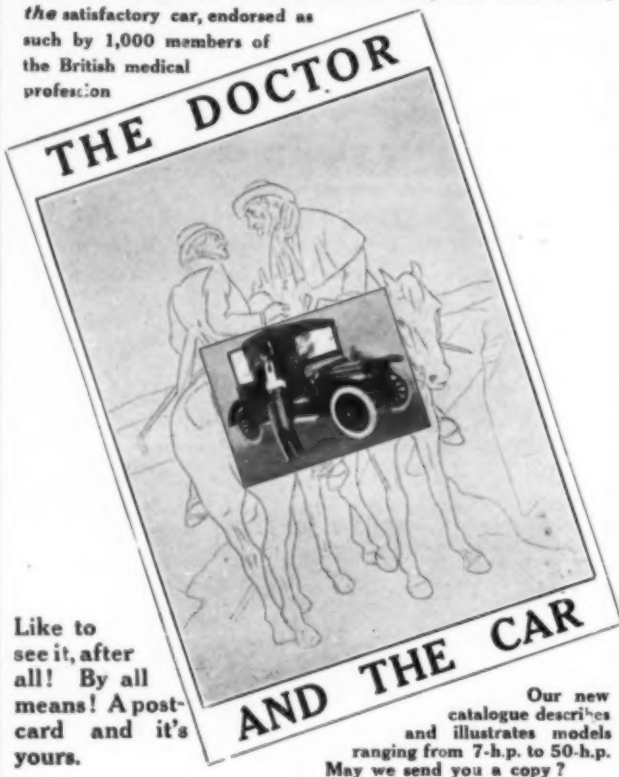
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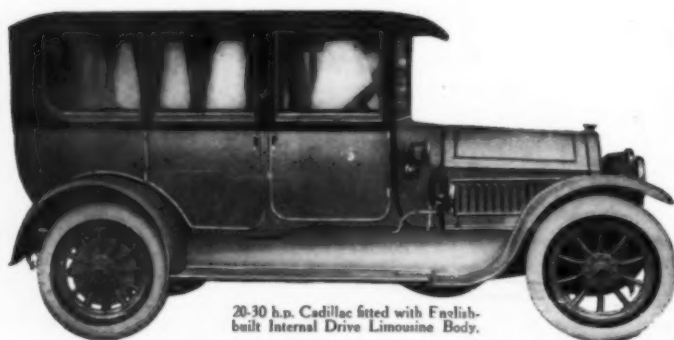
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**"A FINE
CAR."** *Bystander.*

In the *Bystander*, May 7th, 1913, the Motoring Editor, Mr. Alex. J. M. Gray, writes:—

"The Cadillac is a fine car, however regarded. The unfailing certainty of its electrical self-starter, which provides all current for as complete an equipment of lamps as the most critical could desire, is quite extra to the exceptional engineering incorporated in its chassis. The fact that so few British cars feature a self-starting apparatus of this calibre, seems to me to be an additional and quite unnecessary handicap upon the home product in the competitive field. Undoubtedly, self-starters have got to come, and the pioneer position of the Cadillac in this regard gives it a considerable advantage. That apart, it is a notably flexible, powerful, smooth running, and wholly efficient car of four cylinders, rated at 30 h.p., but actually developing 50 h.p."

Six electric lights, speedometer, windscreen, and hood are included in standard equipment.
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for the Senior Race and 44 for the Junior. The two events will take place over a course starting from a point near Douglas, the route to be followed passing through Ballacraigne, Kirkmichael, Ballaugh, Sulby, Ramsey and over Snaefell Mountain back to the starting-place. The circuit measures 37 miles 4 furlongs in circumference. Each of the two races—the Senior and Junior—will extend over two days, competitors in the former event being expected to cover seven circuits (262 miles 4 furlongs) in all, while those in the latter must cover six circuits (225 miles).

A USEFUL ACCESSORY.

The virtues of a piece of ordinary rope as a motoring accessory are greater than might at first sight be imagined. Obviously it can be used to fasten luggage on to the car, for which purpose it is in many ways better than straps and is more adaptable, besides costing less. As a temporary non-skid when wound round the tires it has few equals, and for this alone it is worth carrying, for it is effective on snow, ice or treacherous limestone mud. Although it wears out fairly quickly it will generally enable one to reach a place where more permanent arrangements can be made. If bad luck should prevail and the last spare tire be used up, a rope wound several times round the rim will at least allow the car to be moved slowly, if not very comfortably, and in this way progress may be made to the nearest garage. If still greater misfortune compels the necessity of being towed by a passing car the rope is again indispensable, or, if the circumstances are reversed, it enables one to perform a similar useful service to another car in distress. Ropes do not grow on hedges, and a breakdown of this sort generally happens miles from anywhere a suitable rope can be procured, so that it is as well to be prepared. There is a further application of the rope, not perhaps so generally known, by which great power may be brought to bear on some otherwise inaccessible spot. If the rope is made into a loop, the ends being securely joined, very great force may be exerted by inserting a stick into the loop and twisting it up in such a way as to draw the two ends of the loop together. It can thus be applied in various ways in first aid to injured cars by drawing together broken parts of the chassis or machinery, which could not otherwise be done without workshop appliances.

ITEMS.

The value of the Avon Solid Band Tire has received the most convincing kind of recognition, the manufacturers having secured an order from the General Post Office for motor mail van tires, and a contract from the London General Omnibus Company for the same type of tire.

The latest publication of the Michelin Company is a second series of Instruction Plates, which illustrate in a graphic and often humorous manner the results of careless treatment of covers and tubes. The booklet makes really interesting reading for the practical motorist, and the owner or driver who has studied both series should be able to avoid many common mistakes which largely increase the tire bill.

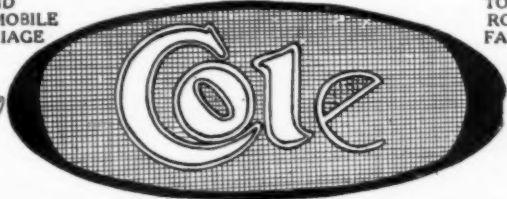
At the Brooklands Whitsuntide meeting both the motorcycle events were won by Rudge machines fitted with "C.A.V." Ruthardt magnetos, for which Messrs. C. A. Vandervell and Co. are the sole agents in Great Britain and the Colonies. The well-known "C.A.V." car-lighting outfits, manufactured by the same firm, were adjudged first on all counts in the competitive trials for lighting sets organised in connection with the Turin Exhibition which came to an end on May 11th.

Eleven gold medals were, we learn, secured in the London to Edinburgh M.C.C. run by riders of machines fitted with Continental tires. A trial of this kind constitutes a very severe test, since all kinds of road surfaces have to be negotiated, and any serious tire trouble is fatal to the chances of those who aspire to the highest awards.

The Commissioner of Police for the Metropolis has again appealed to drivers of motor-cars to exercise consideration at night in regard to the use of warning signals when passing through the metropolitan area. In his circular letter, the Commissioner refers to the use of the open exhaust, and reminds motorists that this is now illegal.

Dunlop tires played a prominent part in an automobile competition which took place recently between Sydney and Melbourne. Among the drivers who scored full marks for reliability throughout the journey of 572 miles were those of a Talbot and a Vauxhall equipped with Dunlops. The Talbot, in addition to coming through with a clean sheet, succeeded in winning a hill-climb and a petrol-consumption test, which were included in the trial.

The Boy Scouts' Association has presented to the Chief Scout, Lieutenant-General Sir R. Baden-Powell, a 20 h.p. Standard single landaulet as a wedding present.

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The accompanying picture is representative of the handsome type of coachwork supplied by Cole's. The graceful and distinctive lines, the generous front doors which provide plenty of protection and comfort to front-seat passengers; and the admirable blending of the sloping bonnet with the curved dash, all combine to show that the coachwork was specially designed to suit the chassis.

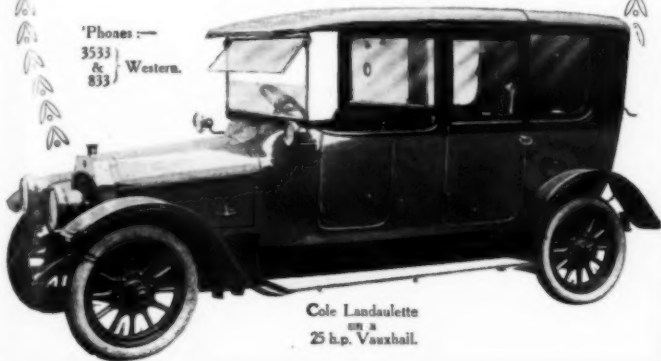
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"... the fact that out of all the accidents and fatalities which have occurred on the road through the bursting of tyres, there is, so far as we know, not a single instance on record in which such an accident has been caused through the bursting of a Palmer. These famous tyres may, and do, cost more than others, but many will consider that the assurance of safety which accompanies their use constitutes an ample *quid pro quo* for the difference in price.

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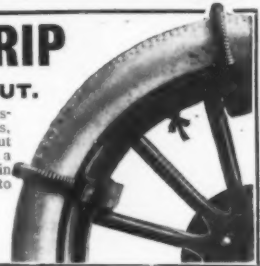
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COLONEL PETER HAWKER AND THE SENSE OF SMELL IN WILDFOWL.

IT is a very curious fact, seeing how explicit on the point in question was that fine old sportsman and writer who may be called the father of modern shooting, Colonel Peter Hawker, how few, comparatively speaking, amateurs in wild-fowl shooting at all recognise the necessity of stalking the fowl up wind. There are, indeed, a great many who go so far as to affirm that it is "all nonsense" to talk about birds being warned of the approach of danger by the sense of smell, and "getting the wind of a man," as the deer-stalking phrase goes. Apparently it really would be "all nonsense" if such a statement were made in regard to the land birds, generally speaking, which are the object of sport, though it is just possible that even some of them may receive more information through their nostrils than we suppose. In any case, we do not trouble about stalking many of their kind. Colonel Hawker's instructions in this regard are, as usual with him, exceedingly direct to the point. He writes: "In following wild-fowl, it is easier to get within twenty yards of them by going to leeward, than a hundred and fifty if directly to windward, so very acute is their sense of *smelling*." He emphasises the counsel by the liberal use of the italics, of which all the old writers were so fond. It is an exceedingly plain and simple statement, and evidently he expected it to be received without any question whatever, for he does not trouble himself about giving instances in support of a fact which he obviously considers every sportsman who makes wild-fowl his quarry ought to be well aware of. He regards it as no more in the region of doubt than if it really were a stag that was being, as he says, "followed." No doubt it is just on account of their very different experience of land birds, which are a far more common quarry, that our modern shooters, who only now and then go after the aquatic fowl, are sceptical about the sense of smell of the latter. Mr. Abel Chapman, who knows exceptionally well what he is writing about when wild-fowling is his theme, has actually incurred some criticism from the ignorant for virtually reaffirming the maxim so very authoritatively laid down by Colonel Hawker.

TO LEEWARD, OR TO WINDWARD, IN FERRETING RABBITS?

Another form of sport at which the amateur is very often seen to show a like disregard of the precaution of getting to leeward of his game is in the ferreting of rabbits. Again and again you may see a man who does not know his business take up his stand directly to windward of the burrow down which the ferret has been despatched. Yet the rabbit has a fine sense of smell, and it is quite recognised by those who follow the work of ferreting professionally that he is much less disposed to bolt if the human smell is carried to his nostrils as soon as he comes to the mouth of his earth. In another old sporting book, written a little later than the date of Colonel Hawker's first edition or two, there is such an extraordinary piece of advice given under this head as to suggest that it must be a slip of the pen. It is in "British Field Sports," by W. H. Scott. "Ferreting rabbits," the author writes, "is performed by covering the mouths of the Burrows in a Hedgerow, or any place where they lie convenient for being well attended, with purse nets. A sufficient number of Attendants must be conveniently placed, and the less said the better. The Ferret, or *Cats*, as they are styled, must be coped, that is, muzzled, and have Belts tied round their Necks, or they might not be recovered." So far it is all very well, but then comes the most astonishing counsel: "The man who earths the Cat should keep on the windward side of the Burrow, a general rule to be observed; for if the degree of alarm be too great, the Rabbit will rather remain to be torn to pieces, than bolt." Surely this "to windward" must be an error. The advice does not seem at all of a piece with all the rest that is said about the necessity of avoiding an unnecessary "degree of alarm," nor is it in any way explained what virtue there can be in the man who "earths the Cat" taking the windward position, as suggested. Should it not be "the leeward side," on the contrary, that the author meant to say?

COMPARISON OF PAST AND PRESENT NUMBERS OF HARES.

When the Ground Game Act was passed, every prophet foretold that in a few years the hare would be numbered among the extinct British quadrupeds. Subsequent experience has shown these prophets to have been signally mistaken, and as a consequence of that mistake there is something of a present tendency to go to the opposite extreme and virtually to maintain that hares are as numerous now as ever. Of course, localities differ, and no doubt in some of them there may be an actual increase of the hares; but if so, it is tolerably certain that the Ground Game Act is not the reason of the increase; and, after all, it is the general truth that the decrease has been considerable, although surprisingly less than was to be expected. Probably those who fail to realise this decrease have rather forgotten what the numbers of the hares used to be. We do not know what is the "record" bag of hares for any one day on an English shooting, but we have in mind a very extraordinary shoot at Chieveley. The circumstances were peculiar. The late Mr. McCalmont, who had it, was not able to shoot it, so he gave leave to his tenants to have a day. The story is—the present writer does not claim to be able to give chapter and verse for it, but believes the figures to be roundly correct—that twenty guns went out; they killed five hundred brace of partridges and thirteen hundred hares. All this was in one day, and it was said that two waggon-loads of the slaughtered hares were sent away. Possibly some reader who may peruse this may be able to give the figures exactly. There was one year, too, at Culford, when the hares were unusually numerous. It was rather a snowy winter, and they were eating up everything. The late Lord Cadogan asked some friends to come over and try to shoot them down to a reasonable number. It was quite a small team of guns—four or five—and there was a little snow lying, but they accounted for nine hundred hares in two days' shooting. These are figures which are hardly to be reached now. It may be added that it is not to be wished they should be. The hare is no good friend to the farmer, nor is he at all an interesting creature for the shooter. Perhaps we have as many of him now as there is any need for.

TO KEEP DOGS' FEET HARD IN THE OFF SEASON.

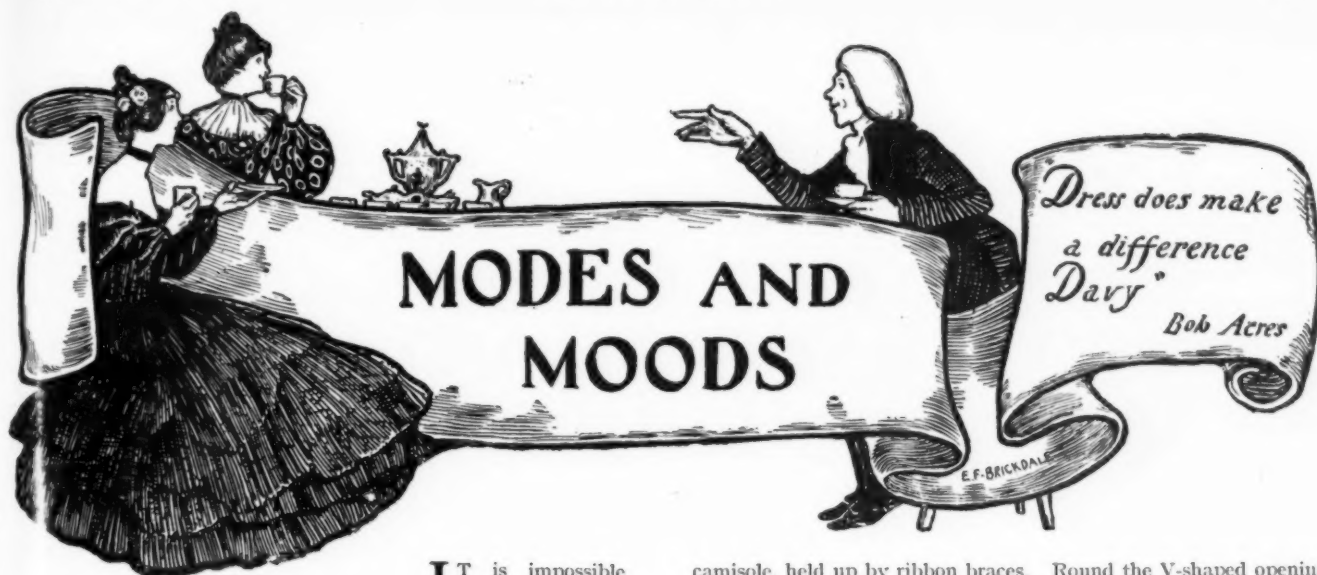
We have heard some complaints from keepers relative to remarks we ventured on some time ago about the necessity for keeping dogs' feet hard in the "off" season, so that their pads should not become sore when first they were taken out on the hill for the shooting. The trouble is with the motors. We were indicating that a little exercise on a hard road was really of more use to the dogs, for this particular purpose of toughening up their toes, than a far longer walk on softer ground. It is no new discovery, this; only, like a good many of its kind, it was not always acted up to as it should have been even when there was not this comparatively new menace to canine life on the highways. Our pet dogs have generally seen enough of motors to learn to keep out of their way, unless the motors come round a corner so swiftly and suddenly as to put the dog in a panic and make it lose its head. But the sporting dogs do not have the same education, they hardly understand what a motor means, and we can well believe that there are places, even in the Highlands during the tourist season, when it is with fear and trembling that a keeper dares to take out his kennel on the road at all. It is a trouble for which there is no obvious remedy. At the same time the shootings where no road fairly free of motors can be found must surely be the exception.

EXHIBITION OF BRITISH DEER-HEADS.

The announcement we are able to make on page 279 will be read with peculiar interest not only by deer-stalkers, but by shooting men generally.

THE GROUND GAME ACT, 1880.

Under "Law and the Land" (page 4*) our legal correspondent draws particular attention to a recent decision of the Court of King's Bench in "*Leeworthy v. Rees*."



It is impossible to ignore the fact that we are going through a very severe phase of exaggeration. The *vraie Parisienne* is determined to work out to its worst conclusion the lunched-up appearance in front, corsetières aiding and abetting them with a corset that is a mere nothing above the waist, the latter not only large but high; in fact, the figure of the Empress Josephine very much exaggerated. Naturally, there is a great protest being made, and the couturières who dress our *élégantes* are very wisely exercising considerable discretion in their acceptance of the vogues La Mode is decreeing at the moment. And they are proving, at the same time, what immense artistic possibilities there are in every direction of dress, provided a level mind is maintained.

During the past week I have been specially privileged. The really beautiful creations brought under my immediate notice surpass far and away anything we have ever had. The range embraced everything, from the simplest tailor-made to magnificent evening toilettes, and I am speaking, let it be well understood, not only of one great atelier, but of several. Coats and skirts of a fine ivory serge, a novel serge silk and a silk Bedford cord, in the same ephemeral shade, are all in the running. I liked especially a sweet little suit of the serge with such an original skirt. A deep shaped band formed the hem, and into this the upper part was set, with a long, slight pannier movement on either side that was most delightful. The coat was very slight, a veritable swallow-tail, and only barely defining the figure, the fronts very much cut away to show a little batiste shirt of pale yellow. These batiste shirts, by the way, are the newest of the new, and are usually trimmed with tiny frills of the same, very narrowly hemmed which outline great square revers or meander in lines down the front like an old grandfather's shirt front. As may be imagined, they launder beautifully, while much of their success rests on the vivid colours employed. Among the elect also there is to be observed a decided avoidance of éponge cloth, and the attitude is significant, although this rough-surfaced stuff will doubtless come into its own again for country and seaside wear a little later on. But a rather too affectionate regard of the populace and cheap, unpleasant reproductions have placed it momentarily outside the pale of fashionable recognition. For Ascot, among other supreme novelties, are gowns of the softest broché, with mantles *en suite*. A very tender chartreuse shade effected one of these charming *ensembles*, relieved by bold touches of black velvet. The mantle in this case was almost full-length, while another similar affair of antique blue broché boasted one of the new half-length mantles, very much nipped in at the hem, and lined with a lovely flowered chiffon. Our climate plays directly into the hands of this vogue, with its sudden varying degrees of hot and cold. Light wisps of wraps such as these soft satins or broché confections are as easy to carry over the arm as to wear, and yet they contrive to supply just the necessary warmth, should the wind turn cold, at a race-meeting, garden-party or the like.

And everywhere comes the same story of the demand for the three-piece costume, which very frequently resolves into a coat and skirt and the filmiest of net blouses. Undoubtedly the fashion, which verily amounts to a craze for these extremely clear bodices, has had a large influence in promoting the vogue for little manteaux. A year ago we should scarcely have credited the alliance of a navy serge coat and skirt and a blouse of navy net, arranged in the simplest cross-over style and very décolleté over a double of chiffon and lace, neither more nor less than a little

camisole, held up by ribbon braces. Round the V-shaped opening there fell a deep frill of the net, with the approved delicate edge which is either left raw or just held together by the neatest over-stitch, for the execution of which, I understand, a special machine is used. The above comprised a confection devised for one of the best-dressed women in England who has the courage of her own convictions. She faces La Mode in no subservient spirit, but is



AN ORIGINAL SCHEME FOR A CHARMEUSE EVENING GOWN.

finely critical, accepting and rejecting with knowledge, and subsequently attaining that most enviable of all results—distinctive dressing.

On passing to evening gowns, one finds a very bewilderment of arresting temptations. And although one may carry away a general impression of *ligne* and silhouette, reflection brings to the surface a host of differing details. Each modiste has something of her own to tell. Thus at one noted *salon* a particular emphasis is laid on black evening toilettes, the majority of the satins and brocades used having a dull "mat" surface. This was strikingly manifested in the case of a brocade, the design, a bold trailing one of tulips, being almost lost in certain lights. The front of the skirt was not only shaped, but draped up, while at the back there fell an exceptionally long train for these days, but, at the same time, one very narrow and finished with a square end. Above the waist the brocade terminated quickly, with a little pointed bib in front at the right side, while at the back the left side was similarly treated, the rest of the scheme being effected in ivory shadow lace, partially veiled in black tulle, the latter forming a deep arm-hole—it could scarcely be called a sleeve—that dropped nearly to the waist, and was steadied by a line of mock diamonds. Over and over again white or black charmeuse forms the basis of these evening toilettes, after the manner of the original scheme pictured. Over a skirt of ivory white charmeuse there falls a tunic of fine net, which quickly melts into a deep hem of needle-run lace—a capital suggestion, by the way, for using an old lace flounce. A softly draped rever of the same lace forms one side of the décolletage, the distinctive feature of which is the drapery of mousseline de soie, in some bright shade, such as rose, absinthe green or old blue. This starts from one shoulder, and, after draping the figure, continues its career at the back into the folds of the train.

Another supremely elegant evening gown somewhat on these lines was effected in black charmeuse, over which fell a tunic all of rare old needle-run lace, which in its turn was partially concealed by a shorter tunic of black net, embroidered in Sphinx beads, that parted in front at the waist to show the lace, to be united again at the base, while the corsage was entirely composed of this scintillating embroidery.

As for dance dresses for young girls, these have never been so adorable. They are at once so simple and so *chic*, the prettiest in delicate Louis Seize colourings of blue, pink and cream. Although in complete contrast and quite as alluring, an old rose chiffon must be recalled, the draperies in front gathered, and passing under a deep belt of old mauve, veiled in coarse silver lace, eventually forming a sort of fan-shaped coquille that gives a distinctly original finish.

My next group of pictures carries us into quite a different vein of thought. It is in one sense quite a trend in the right direction for society women to be accompanied on every possible

occasion by children, when they have any. One observes this more and more every year. But, looking at the other side of the question, it may be open to query whether functions, such as Ranelagh or Hurlingham, except on specialised occasions, are helpful or no to the young people's minds. The French child has always been much more in evidence, and to her we look for inspiration in such smart attire as social vicissitudes demand. Hence our original designs arranged in accordance with the latest decrees. To the left there is shown a dear little coat of *toile de jouy*, which is a pretty, dainty flower-patterned linen or tissue, the edges bordered everywhere with white, worked with an up-and-down design of narrow cotton braid. For the skirt a plain *toile* is requisitioned, which picks out the prevailing colour of the pattern in the *toile de jouy*; and the costume is completed by a simple white muslin shirt, with turn-over collar, a double frill down the front and short bouffant sleeves. As may be clearly gathered from the picture, the accompanying hat, arranged on cap lines, is also of *toile de jouy*, a narrow, slightly gathered frill of white muslin falling over the edges, and forming an outspreading bow at the back.

For the other, a picture frock, a text has been found in the dress still worn by the Italian peasant girls. The little bodice is of figured material, a pattern being selected sufficiently large to be dissected and applied at the hem of the lower skirt, which, like the upper and the chemisette, is of ivory batiste. The drawing up of the chemisette and the sleeves with a threaded black velvet is a notably correct detail, while a shady Manila straw hat is worn, adorned with clusters of cherries.

From a small personal experience I should like to say I am more than delighted with the new soft piqués of the season, and have decided that for children up to seven or eight years the narrow or medium cord

should be selected. But after that age the broader cord is distinctly smarter. A charming best frock for a girl of ten or twelve consists of a plain, rather slim, skirt of this latter expression of piqué, worn with a white soft muslin shirt, trimmed with a deep falling plissé collar and two floppy frills down the front, and completed for out of doors by a short coat, held to the figure by a narrow patent leather belt. The hat I like best—but that is a small personal prejudice—is a Leghorn after the style of those so frequently worn by the beauties painted by Reynolds and Romney, the small, rather high crown merely tied round with a black velvet ribbon, the ends of which form long loops and ends at the back. In a girl of this awkward age, the choice of a hat frequently presents considerable difficulties. The *backfisch* of to-day takes an intelligent interest in her clothes and her taste generally inclines to the grown-up. Nothing is more inappropriate for a girl with her hair still flowing loose than an elaborate scheme of trimming; but ribbons of various textures supply a safer and more appropriate trimming, and such a hat as I have described is really suitable for any and every occasion.

L. M.



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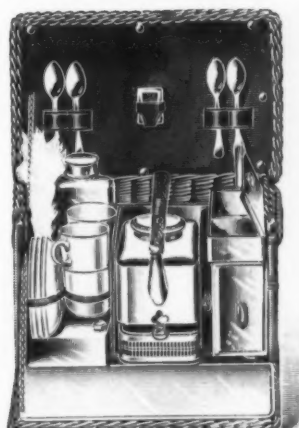
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SOME RECENT NOVELS.

The Son of His Mother, by Clara Viebig. (The Bodley Head.)

IN *The Son of His Mother* the author has made use of the tragedy of disappointment experienced by a childless couple as realisation grows upon them that their dearest wish is to go unfulfilled. In a moment of despair and longing Käte Schlieben persuades her husband to allow her to adopt a child. The infant, discovered by the husband and wife while travelling in the Ardennes, in a fruitless attempt to divert Käte's mind, is the son of a peasant woman, who sells him with every appearance of a callous indifference. Little Jean-Pierre is transported to Berlin, re-christened Wolfgang, and introduced to the Schliebens' world as their own son. He is a wilful, undemonstrative and wayward child; and, very soon, as individuality begins to assert itself, Käte's devotion is put to the test. It is a problem of heredity that we have here, the nucleus of a second tragedy that threatens to overshadow the first; for inevitably between adopted son and mother the natural hostility of two passionate and antagonistic temperaments declares itself. Disappointed and disgraced by the youth's follies and tastes, Käte is relieved when death cuts the knot of her error, taking from her the human weed that has shown to such disadvantage in a conventional plot. Turgid in its emotionalism, the novel is yet a strong and arresting one, and well portrays the clash of individualities between so alien a trio.

So It Is With The Damsel, by Nora Vynne. (Stanley Paul.)

"SO IT IS WITH THE DAMSEL" is a novel written on the subject of that traffic which has of late forced itself prominently upon the attention of the public mind. The story of May Gower is quite possibly a common one, and in writing it Miss Vynne has been at pains to avoid unpleasantness; for this we are quite sufficiently grateful. At the same time it is possible to mis-calculate psychological and other effects of such an experience as that of her heroine; and Miss Vynne's novel, by indulging in the demand for a happy ending, loses its excuse when she allows her sentiment to obscure her better judgment. There is too much of the frankly impossible in the latter part of the book for it to gain our serious attention. Nevertheless, there are some sound comments on social evils within these covers which would suggest that the author has thought to some purpose, even if she has not brought her story more into keeping with the importance of her subject.

Mrs. Brett, by M. Hamilton. (Stanley Paul.)

IN *Mrs. Brett*, it would seem, the principal character has already played a part in some previous novel. If that be so, the readers of this story will probably wish to read the previous one, so altogether lovable, unselfish and unself-conscious is the unhappily-married woman artist. St. John Brett is a man of unamiable disposition, unmanly and tyrannical; his wife, on account of a youthful folly, lives under his perennial displeasure and suspicion. Serving as a judge in India, Brett is considerably incensed by the attentions paid to his daughter Judy by a young subaltern, Peter Dampier, and Margaret Brett, in her desire to secure her daughter's happiness, asserts herself against Brett, with the result that the position very neatly reverses itself, and both worthless

daughter and unattractive husband receive poetic justice with a lavish hand. The story is slight, but it has attraction; the impressionable Peter Dampier well deserves the good fortune meted out to him at the end; and altogether Miss Hamilton has written an interesting novel of the lighter kind.

I Don't Know, by Mrs. S. R. Schofield. (Duckworth.)

THERE is something distinctly uncanny in Mrs. S. R. Schofield's *I Don't Know*. The metamorphosis which discovers John Dale, a master mariner, translated violently into the body of Anthony Crowther, a guest on Dale's employer's yacht, is a distracting and by no means enviable affair. Crowther, a man of means, and, in his time, something of a brute, had a beautiful wife. It is a painful and delicate position for simple John Dale, masquerading from no choice of his own, in Crowther's body, to steer a course consistent with the sound principles that are to Agatha Crowther, in her rescued husband, so agreeable a surprise. As may be expected, she proceeds to fall in love with her husband, whereupon complications ensue in the gruesome attempts of the spirit of the original Crowther to retake possession of his earthly abode. There is much sly poking of fun at séances, manifestations and the like; the whole matter is accepted with just the right measure of seeming probability that must ensure it against degenerating into the farcical, and, on the whole, cleverly and wittily handled the story is one to be read.

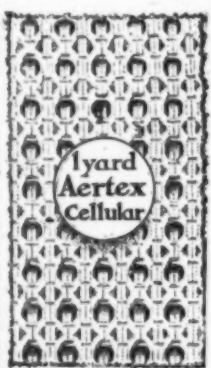
Unquenched Fire, by Alice Gerstenberg. (John Long.)

"UNQUENCHED FIRE" is one of those Transatlantic novels that sweep their characters and their readers on at a terrible pace. The heroine, ambitious to become an actress, indulges herself generously in the stereotyped conversations and antics common to a certain type of puppet; later, however, she casts some of her stage properties and becomes more human, with the result that the hopeful reader perseveres in his determination to get at the gist of her story. He is both rewarded and punished for his temerity, for there is in the novel some good stuff, which, though badly obscured by an erratic style disdaining simplicity, and an ill-advised allegiance to melodramatic action and speech, can be taken as a promise that this attempt to describe the career of a successful actress may be followed by something of more intrinsic value.

I'd Venture All for Thee, by J. S. Fletcher. (Eveleigh Nash.)

AS a novel this romance of Mr. J. S. Fletcher's fails at many points, but as an extremely interesting narrative describing the Yorkshire Coast about the year 1746 it has its attractions. These the reader will quickly discover for himself, as also the fact that the author has spared no pains in the gathering together of his matter. The story deals with Jacobite times, and is centred about the figure of the young Earl of Stirthes, who, disguised as a cattle-drover, makes his way into Yorkshire after Culloden in an attempt to gain the aid of a powerful kinsman who may be able to effect his escape to the Continent. Glimpses of York, of Scarborough, of the customs and country-side of an earlier day, together with a simple, straightforward tale of adventurous hiding, provide Mr. Fletcher with the opportunity to prove that it is possible successfully to create an atmosphere, make it the chief interest of your story, intrigue your reader into sympathy with your intentions, and then leave those intentions to justify themselves.

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TO the present-day housewife—to revive an old-fashioned term which has somewhat fallen into disuse—the name of "William Ellis, Farmer at Little Gaddesden, near Hemstead, Hertfords," is probably unknown. To our great-grandparents, however, Mr. Ellis was a person of considerable note as the writer of numerous works on agriculture and, from the domestic outlook, as the author of "The Country Housewife's Family Companion," which he claimed to be "founded on near thirty years' experience." This little book, once regarded as a "guide, philosopher and friend," was published in 1750, and printed by James Hodges, "at the Looking-glass facing St. Magnus Church, London Bridge." Its frontispiece portrays a peaceful farmyard scene, and its avowed object is to instruct in all matters pertaining to domestic economy. It deals with both culinary and medical lore, and treats of such outdoor employments as the rearing of pigs, turkeys, geese and poultry, the supervision of which commonly fell to the lot of the women-folk in the eighteenth century.

Mr. Ellis's constant theme is economy, and though most of his recipes would find scanty favour to-day, and many of his "remedies" savour somewhat of superstition, his writings give us a valuable insight into the rural life of the period. He promises to teach the good housewife how "to secure her household and other goods from Waste and Repine of domestick and other Thieves," and how "to lay out her Money to the best advantage in the buying of Provisions." To this end he pillories a local farmer, who "disgraced himself by having Apple-pasties made at a dear Rate" when "he might have had them made cheaper and better." To the modern mind the most economical method of making an apple-pasty may appear a small matter, but it was not so to Mr. Ellis, who knew their importance "in victualling Harvest-men." On this subject we gain some idea of the extensive system of catering which the farmer's wife was called upon to superintend. In the season of wheat-harvest, work in the fields commenced at 4 a.m. and continued until 8 p.m., and we are told that the men "generally eat five times." The first meal consisted of "a little Bread and Cheese or Apple-pye, with a Draught of small Beer, or half a pint of strong each Man, in part of his Quart for one day." At 8 a.m. breakfast was sent out into the fields. This consisted of "boiled milk crumbled with Bread, milk-porridge with bread, posset with bread, and bread and cheese besides, or instead of bread and cheese apple-pasty." "Some," says Mr. Ellis, send "hashed or minced meat left the Day before" or cold meat. He recommends the former in preference, "because if it is a little tainted, it is then taken off by a mixture of shred Onions and Parsley, or with Butter and Vinegar." This is washed down with "small beer." At one o'clock comes dinner, a substantial meal of "Broad Beans and Bacon or Pork one Day, and Beef with Carrots, or Turnips, or Cabbage or Cucumbers, or Potatoes, another Day is, with Plum-pudding in Wheat Harvest Time, and Plain pudding in Lent Harvest." It is admitted, however, that such generous fare for dinner is not universal, and we are told of a Hertfordshire farmer who employed half a score of hands and "kept his men almost a week together on only fat bacon and pudding." This person evidently had a wife with a "frugal mind," for when she dressed beef for them she "seldom boiled it enough, on purpose to prevent the Men's eating too much!"

At four o'clock the men ceased work and partook of a meal called "Cheesing-time," when they "sit on the Ground for half an hour to eat Bread and Cheese with some Apple-pasty, and drink some strong Beer." At eight o'clock the day's work is done and supper-time approaches. This meal consists of "Messes of new Milk crum'd with Bread, or Posset sugar'd and boiled hot with broad Beans." An alternative supper dish is "Wigs sop'd in Ale, or a Seed loaf or cake cut in Pieces, done after the same manner." These Wigs, according to "the Hertfordshire way," were made of flour, ale, yeast, carraway-seed, sugar, salt, a little cream, and new milk serving instead of butter (eggs, we are told, are too costly). This mixture is kneaded into a paste, which is allowed to stand to ferment and is then made into Wigs, which are baked "at the oven's mouth—as dough-cakes—for half-an-hour." They are to be kept hot, ready for the return of the harvesters, "when we toss one of these large Wigs to each Man for his dipping it in a Bowl of Ale." Such bountiful fare makes one inclined to suggest that the Battle of Waterloo, as far as the rank and file were concerned, may have been won in the harvest-fields. Certainly we are disposed to revise our notions of the conditions of the working man in the eighteenth century.

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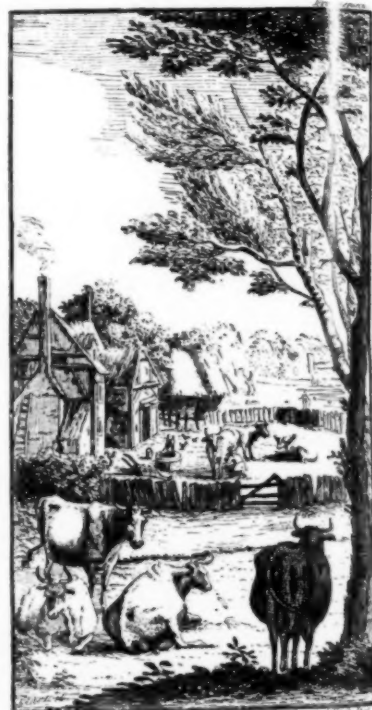
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With the making of seed-cake, plum-cake and spice-loaf "for harvest time," we realise that the farmer's wife must have had her time fully occupied, and she, doubtless, welcomed Mr. Ellis's assistance. Turning to other matters, we find special instruction as to the proper method of salting bacon, and are told "of a Lord's butcher who salted and managed his Flitches of Bacon in so wrong a manner that great part of them were spoiled." "The Lord," we are informed, lived "not far from Gaddesden and had so large a Family that he kept a Butcher all the year." This worthy Nobleman, "who for his Hospitality and generous Entertaining his Neighbours, is in very great Esteem in the County about him," may possibly be identified as the Duke of Bridgewater, of whom we hear more later.

In the directions for the management of sows we find the tragic story of one killed by "eating too many Brandy Cherries" — how obtained we are not informed — and of the fatal effects of too many acorns in the year 1747, when the acorns "dropt the greenest that was known in the Memory of Man." There is a certain sense of humour in "the best cure for a Sow that eat Chickens," the remedy being to "fat and kill such a Sow, and buy a more gentle sort," particularly avoiding "the wild foreign Breed."

In the chapter "Of Poultry and their Eggs" we learn that "the very Cryers of Eggs about London Streets take particular Care to make the Word Hertfordshire be well known," and also that "the Game Cocks bred in Hertfordshire, beat for the most part those bred in other Countries." Mr. Ellis, however, admits the superiority of "the Poland, the Hamburgh, and the Darking (*sic*) Fowls." He tells us that though "living on a high Hill and on a clayey soil, yet some of our Farmers venture their early bred Chickens abroad, and let them take their Chance in going with the Hen abroad from the first, even in February or March." They are given "a hearty Food, for enabling them to withstand the cold, made of whole Oatmeal and Barley mixt together, which will so hearten them, that they will not kill themselves with Chirping and Pain, as those Chickens are apt to do that are fed with sloppy meat." In cases of sickness among chickens, the remedy advised is "one Sow-bug or wood louse" to each sufferer! We hear of "eighteen goshlings killed and carried away in one night time by a polecat at Box-Moor (Boxmoor)," and we are told that in Hertfordshire it was customary to send "clean eggs to London," any that were "sully'd" being "put for a minute in warm water, and rubbed with scouring sand."



FRONTISPIECE OF THE BOOK.

There is a chapter on "Theft and Robberies with Precautions to prevent them," and here we read the history of "how a villainous Servant of a Farmer, by a false key he got, had free Access for a long time to his Master's Strong Beer Cellar"; "how a Yeoman's maidservant pilfered her Master's Flower (*sic*), Bacon, Cheese, &c., and exchanged them for Gin," which leads to a eulogy of Scroop Egerton, late Duke of Bridgewater, who was "never known to be intoxicated with Liquor, for he and his Duchess seldom or ever exceeded a Pint or a quart Bottle of Wine at Dinner."

As "The Country Housewife's Family Companion" is not exactly the place where one would seek for a duke's biography, it may be of interest to quote what Mr. Ellis records concerning this "worthy nobleman," whose tenant he possibly was. "His Breakfast," we are told, "was a Mess of Water Gruel, and as he always rode betimes, while in the Country, when he had eaten it he would ride or walk out till ten and then come home to a

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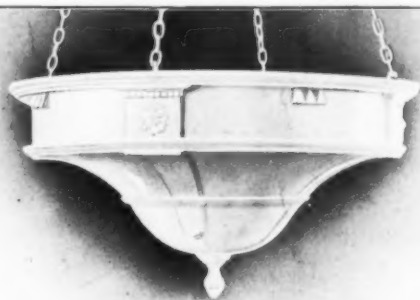


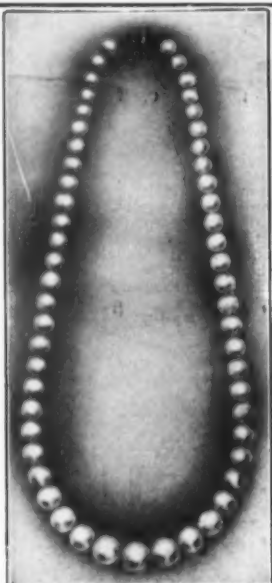
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We find much information on the subject of the making of cheeses, and the different methods employed in Buckinghamshire, Somersetshire, Cheshire, Shropshire and Gloucestershire. Slip-coat cheese, Welch cheese, marigold and sage cheese in checker work, and cabbage net cheese are mentioned, the last being described as "about a Foot long and three or four inches thick." "A notable Oxfordshire Housewife's common way of making Marrow Pudding" may interest some, but one feels less desirous of learning "How a poor Woman makes palatable Mince-Pyes of stinking meat" by the addition of pepper, salt, sage, thyme and onions!

Turning to the subject of medical lore we find Mr. Ellis is provided with an infallible cure for King's Evil, but he does not enlighten us as to his opinions concerning the efficacy of the Royal Touch. On the subject of cases of poisoning he tells us of a certain resident at Edgware who was very near killed by eating "muscles," and adds the information that the poison lay in "a very little Crab insect that lodged in the open Part of the Muscles' Body . . . hardly bigger than a Thetch or small Pea . . . with a round Body, and a broad Tail with its Legs shaped like Lobster's Claws." We read of the wife of the landlord of the Green Man Inn at Gaddesden being poisoned by partaking of a duck which had "swallowed a young Toad," and of tragedies due to the use of a herb called "Jack-jump-about," which a certain individual smoked in his pipe "to cure tooth-ache by making Worms come out of his Teeth."

Also we are told of one Mr. James Silcock, of Hinton, near Bradford, in Wiltshire, who, "being very much accustomed to eat Horse-flesh and Dog-flesh and other disagreeable Things," undertook to eat a frog and a mole, and, being given a toad by mistake, "immediately died." We learn how the Recorder of St. Albans was cured of deafness, how the landlord of the Bull Inn at Redbourne fell ill "by tripping Punch," how the Berkhamstead Surgeon pointed to his balm and his sage, "saying these were his Tea"; how a man, bit by a mad dog, though "cured" of the disease, "started and snapt with his Teeth when at Water"; and how a woman who lived near Gaddesden had a wen under her chin "as big as a Boy's Fist," and cured it by "smoking Tobacco."

Smokers are also instructed how to impart "a pleasant taste" to tobacco by dropping "a few drops of Oil of Anniseeds into an ounce of it."

Incidentally we learn of Hertfordshire that "no County in England is so much frequented by Beggars," and that "sewing straw hats is most of the Women's work in our part."

Of Mr. Ellis's personality we glean little information. We know that he gained considerable reputation for agricultural knowledge which brought him applications from landed proprietors to visit their farms and report on them. His preaching seems to have been in advance of his practice, for we are told that his own farm was "neglected and in bad condition," and his "implements old-fashioned." He wrote many works on agriculture—one in eight volumes—and probably found them not unprofitable. He died in 1758, and was buried at Little Gaddesden.

In his "Country Housewife's Companion," with which we have dealt, he gives us the impression of a kindly, observant man, on good terms with his neighbours and free from much of the superstition of his day. The writer in the "National Dictionary of Biography" complains that latterly "he grew to filling up pages (of his books) with much extraneous matter and anecdote." This may be to his prejudice as a writer on scientific agriculture, but it is this extraneous matter which has a special value after the lapse of a century and a-half, and which brings before us so vividly the daily life of our ancestors at that period. PERCY D. MURPHY.



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**MY BABY WILD BIRDS.**

I CANNOT quite remember when I developed a love for baby wild birds. It must have been when I was very young, for one of my first recollections is of a pheasant's nest I found in a dry washaway in New Zealand. I had crept into the dimly lighted tunnel to shelter from a thunderstorm, and among the dead grass in the entrance I saw several brownish eggs and a pheasant creeping silently from the nest. I, too, crept silently out of the washaway and lay hidden among some ti-tree scrub, watching for the mother pheasant to return. When she had resumed her station on the eggs I ran home. It was not very far, only across our own home paddocks, so day after day I visited the washaway and waited anxiously for the hatching of the baby pheasants. At last she came off the nest, with ten such dear little morsels of striped down. I could resist no longer. I ran hurriedly down to the mouth of the washaway. The hen pheasant flew off with a wild screech, and the tiny babies fled in all directions, silently seeking cover in the dried grass. I hunted them out, and placing three in my pinafore, I rushed home with my treasures. My mother was very angry, and declared the poor little babies would die, and sent me back, with instructions to let them go. I cried bitterly, but Mother would not yield, and I had to take the tiny, downy morsels to the washaway and release them. The mother pheasant was not far off, and I was somewhat comforted at seeing the reunion.

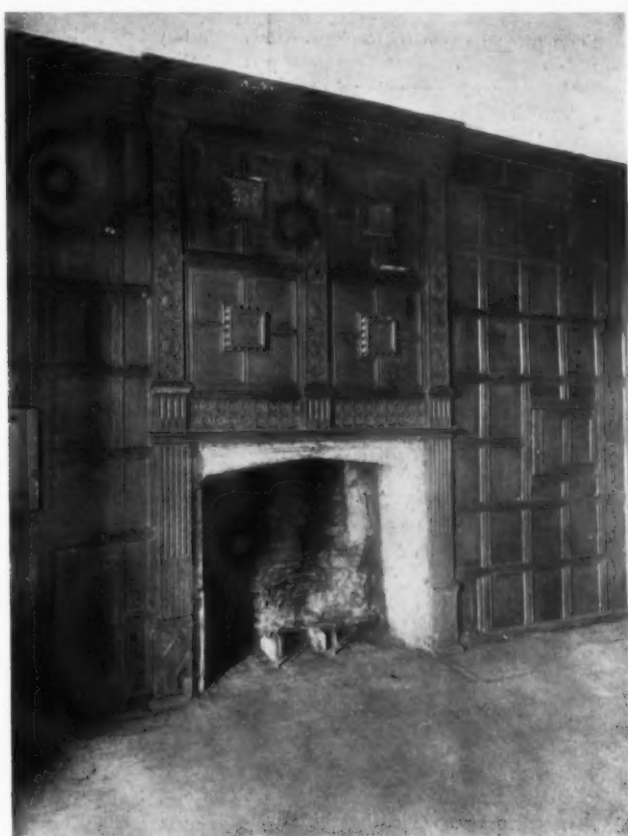
A few days later I found a baby linnet at the foot of a tall tree. It was helpless, blind and naked. As it could not be restored to the nest I was allowed to keep it. I made it a nest of moss and feathers in a tiny box, and then set about feeding it. I never was there such a hungry baby. I spent all my time hunting for caterpillars and small worms with which to feed it. How it grew! It soon learnt to know my step, and would literally shriek for food. Food being the main object of its life at that time, it would have nothing to do with anyone else. Even after it was fully fledged and could fly about the garden, it would sit on my arm, shrieking for food, while I hunted among the roses for insects. Its screeches redoubled when it saw a caterpillar, but no efforts of mine could make it pick the creatures up for itself. It would screech, flutter its outspread wings, and open an outrageous mouth as it reiterated its demands. Poor little Linty! When I was away from home or busy with lessons he was placed for safety in a large box with a wire-netted front. This was hung high up on a wall, out of the reach, as I thought, of stray cats. One day when I returned home he was lying dead on the floor of the box. A strange cat had sprung up to the box and hung for a minute to the wire netting. The poor little mite had been so frightened that he had dropped dead from his perch.

The next wild babies consisted of a whole family of wild ducks. They were not very interesting, and grew up among a brood of white Aylesbury ducks. They were very tame and were perfectly happy, but when the early spring came they disappeared. They had gone to join their wild brethren and I had lost my flock.

I would never confine my wild babies in cages or boxes. They were only checked by the walls of the garden, which were very high, but, unfortunately, this state of almost absolute freedom generally ended in the birds flying away. I could keep them till mating-time, but instinct was too strong, and my pets would flutter away to seek wives or husbands among their wild kin.

Another of my attempts was a seagull. I brought him back from one of the rocky islands off Rangitoto. He was a voracious ball of fat and ate enormously. All baby birds appear to have appalling appetites that are never satisfied. This baby seagull used to waddle after me making the most insistent demands for food. I fed him on everything eatable—grubs, worms, caterpillars, small fish and meat. Nothing seemed to come amiss. He thrived on them all, and soon learned to feed himself. He developed extraordinary reasoning powers, and would investigate curled leaves and squeak for a stone to be turned for him to secure the worms that he was sure lurked underneath. But, alas! he would pull up newly-planted cabbages to see what grub had made them fade. It was amusing to watch him examine the root of the plant, and then the hole out of which he had jerked it. His look of disgust was intense at finding nothing to reward him for his trouble. Needless to say, the gardener did not appreciate him, and I am afraid aided the grey bird in escaping.

My next scene of operations was in Australia, where I successfully reared emus and wild black swans from the eggs which I set under geese and turkeys; but the baby birds were not very interesting, and showed no special characteristics, though the young emus had a fancy for devouring the most unlikely objects. One killed itself by making a meal of the corks I had washed and placed ready to cork down some ginger beer.



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Soon after I came to England a farmer's boy brought me in a couple of baby owls. They were round balls of creamy grey speckled fluff, with sprawling feet and fiery, ill-tempered-looking eyes. They looked unreal, though their pecks were material enough. They would not be friendly, and I begged that they might be returned to their nest. But by this time the mother bird had been shot by a keeper, so I had to try my best and feed them by force. It is always a difficult task to feed baby birds who decline to feed themselves. The poor little owls would not take kindly to the changed conditions of life. They refused to be comforted, and soon died. Their little stuffed images glare down upon me as if reproaching me for my misplaced ambition.

After this I determined to try my fortune with birds that could feed themselves from earliest babyhood. I searched the low-lying meadows by the Loddon River for baby plovers. The old birds shrieked overhead, cutting the most extraordinary antics in their flight, seeking to lure me away from their babies. I took no notice of their manoeuvres and spent the whole afternoon seeking the babies, while their parents, swooped as if wounded in front of me. At last I found two of the brown-blotched babies crouching in a dried hoof-mark. I placed them in my pocket and set off for home, but the wailing of the parent birds was so heart-breaking that I returned the baby plovers to the hoof-mark and hurried away from the meadow. I watched the reunion from the vantage ground of a ditch behind a hedge but it was some time before they were quite satisfied that I would not return.

The banks of the Loddon are so strictly preserved that the waterfowl congregate there in numbers. One day I managed to evade the keepers and to hide myself in a tangle of green rushes and some high-growing meadow sweet. From my hiding-place I could see three moorhens' nests. One was in the remains of a hollow stump almost decayed to the water's edge; another was among some rushes, while the third was placed behind a clump of Loddon lilies. The moorhens were not shy. They jerked themselves back on to their damp, rushy nests and looked at me with alert, beady eyes. There was only one brood to be seen. A mother hen called to her babies, who pattered like black velvet balls over the green river drift. The tumble duck (little grebe) showed off in front of three brown babies that watched her with admiring eyes from the top of a stranded log. Suddenly the little grebe hurled herself with a shriek of rage upon the moorhen, and in the scurry and bustle of the fray the baby moorhens rushed shorewards. They did not know the danger that lurked among the meadow sweet. I reached out and grabbed one of the black balls that cowered among the clumps of Loddon lilies. It was too terrified to utter a sound, and lay motionless in my hand and was soon consigned to my pocket. The fray ended as suddenly as it had begun, and the moorhen called shrilly to her babies as I set off homewards. Then I released the baby bird from his confinement and placed him in a box. Even if he escaped he could not scale the high wall that surrounded the garden. But I counted without my host. The baby moorhen made a dive, there was a wild struggle and a flash of black fled down the path. I followed more leisurely, and was only just in time to see the baby doing marvellous feats of climbing in an apricot tree that grew against the wall. I only just caught him in time. A moment later and he would have gained the top and disappeared into the meadow that lay on the other side of the wall. It was useless to try and keep him. The instant my eyes were removed from him he was off like a streak in a wild effort to regain his freedom. Dreading the fate that might be in store for him, I slipped him back into my pocket and set off for the Loddon.

It was late at night when I reached the bank and the patch of meadow sweet. The moon was shining vividly, making weird shadows in the tangle among the trees. A moorhen swam in a band of silver light and called jerkily to her brood. All moorhens have a wonderful family likeness, and I had no means of knowing whether this was my baby's mother or not. The baby, however, appeared to know, for he uttered a shrill peep. The mother heard and answered, swimming towards the spot where I lay. I opened my hand and the baby ran off, plunging into the river. I watched him meet her, and then the hen and her brood swam out through the silver light, passing on until the shadows on the far bank swallowed them up. Above me a turtle dove cooed discontentedly. I climbed to where her rough platform of sticks showed against the sky and, slipping my hand over the edge of the nest, I stole one of her eggs without disturbing her. I placed it in my pocket and hurried home. Then I gave it to a pigeon to hatch, removing one of her eggs to make room for it. Fortunately, the pigeon and turtle-dove's eggs hatched at the same time. I removed the baby pigeon to another nest and left the turtle-dove, but it did not thrive, and died within a few days. Later I brought in two turtle-dove's eggs and placed them under pigeons.

They hatched out, but this time I fed them myself. I soaked some peas for twelve hours and then chewed them into a pulp. I fed the doves with this and kept them in a warm basket near the kitchen fire. They thrived, but the instinct to migrate was too strong, and one autumn day they had vanished.

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